

ORDINANCE NO. 1416

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE, DGA-86-11, TO REVISE THE CITY'S GOALS, POLICIES, PLANS AND REGULATIONS RELATING TO LAND USE AND DEVELOPMENT ON THE TOWN CENTER SITE; ADOPTING ZONING REGULATIONS TO BECOME EFFECTIVE UPON ANNEXATION OF THE UNINCORPORATED PORTION OF TOWN CENTER PROPERTY, INCLUDING A MASTER PLAN FOR DEVELOPMENT; AND REZONING THE BUTLER-WALLS PROPERTY TO MIXED USE/SHOPPING CENTER, SUBJECT TO A MASTER PLAN FOR DEVELOPMENT.

WHEREAS, on May 20, 1986, the Redmond City Council adopted Ordinance No. 1328, commonly known as the Action Two Ordinance, and thereby designated the former Redmond Golf Links and Butler-Walls parcels, currently known as the Town Center property, as the site for a regional shopping center and identified 37 goals and policies to serve as a guide for preparation of zoning and other land use regulations and adoption of a master plan for development on the site, and

WHEREAS, the City entered into and has completed a re-analysis of the City Center Land Use Plan and Zoning in light of changing conditions and the decision to locate a regional shopping center on the Town Center site, and

WHEREAS, a petition proposing to annex the Town Center site was filed with the City and a proposed master plan of development for a regional shopping center and mixed use development complex was developed and the impacts of annexation and such development were analyzed in a draft and final environmental impact statement, and

WHEREAS, the Redmond Planning Commission conducted a series of 11 public study sessions and 17 public hearings, culminating in a final public hearing on December 16, 1987, for the purpose of considering proposed revisions to the City's goals, policies, plans and regulations relating to development on the Town Center site and upon a proposed master plan development and conditions to such plan, known as DGA-86-11, and

WHEREAS, at the conclusion of such process, the Planning Commission formulated its recommendations which were transmitted to the City Council Mayor Doreen Marchione on December 21, 1987, and

WHEREAS, the City Council conducted a series of public study sessions and two public hearings on January 14, 1988, and February 16, 1988, in compliance with RCW 35A.14.340, and at the conclusion of such process has concluded that the proposed zoning regulation and other amendments to the Redmond Municipal Code and Community Development Guide set forth hereinafter are in the interest of the health, safety, morals and general welfare of the citizens of the City and surrounding communities, now, therefore,

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Dec 5 10 24 AM '89
BY THE DIRECTOR OF RECORDS & COMMUNITY PLANNING

RECEIVED THIS DAY

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55

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAINS
AS FOLLOWS:

Section 1. Section 20B.50.060 of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "Parks, Recreation and Open Space Plan" incorporated as a part of said section to read as set forth on the following map of the same title.

Section 2. Section 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "Functional Classification and Street Plan" incorporated as part of said section to read as set forth on the following map of the same title.

Section 3. Section 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby further amended by revising the map entitled "Area Transportation Corridors" incorporated as part of said section to read as set forth on the following map of the same title.

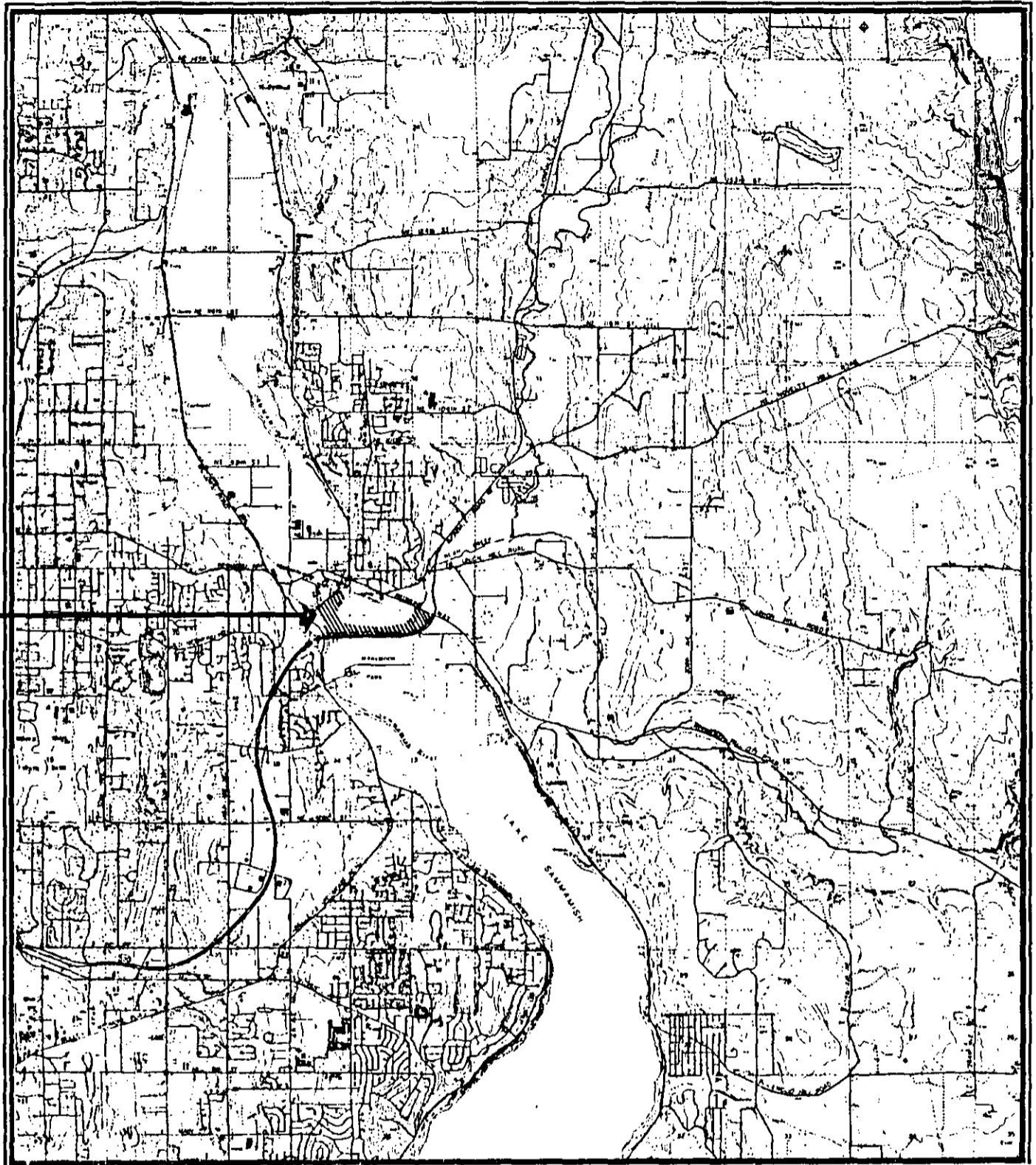
Section 4: Section 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby further amended by revising the map entitled "City Center Arterial Street Plan" incorporated as part of said section to read as set forth on the following map of the same title.

Section 5: Chapter 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby further amended by revising the transportation table entitled "Functional Arterial Classification Summary for Long Range Transportation Plan" incorporated as a part of said section to read as set forth on the following table with the same title.

Section 6. Section 20B.60.060(10) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "City Center Bike Plan" incorporated as a part of said section to read as set forth on the following map of the same title.

Section 7: Section 20B.60.060(15) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "Multi-Purpose Trail Plan" incorporated as part of said section to read as set forth on the following map of the same title.

PARKS AND RECREATION OPEN SPACE PLAN



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NEW

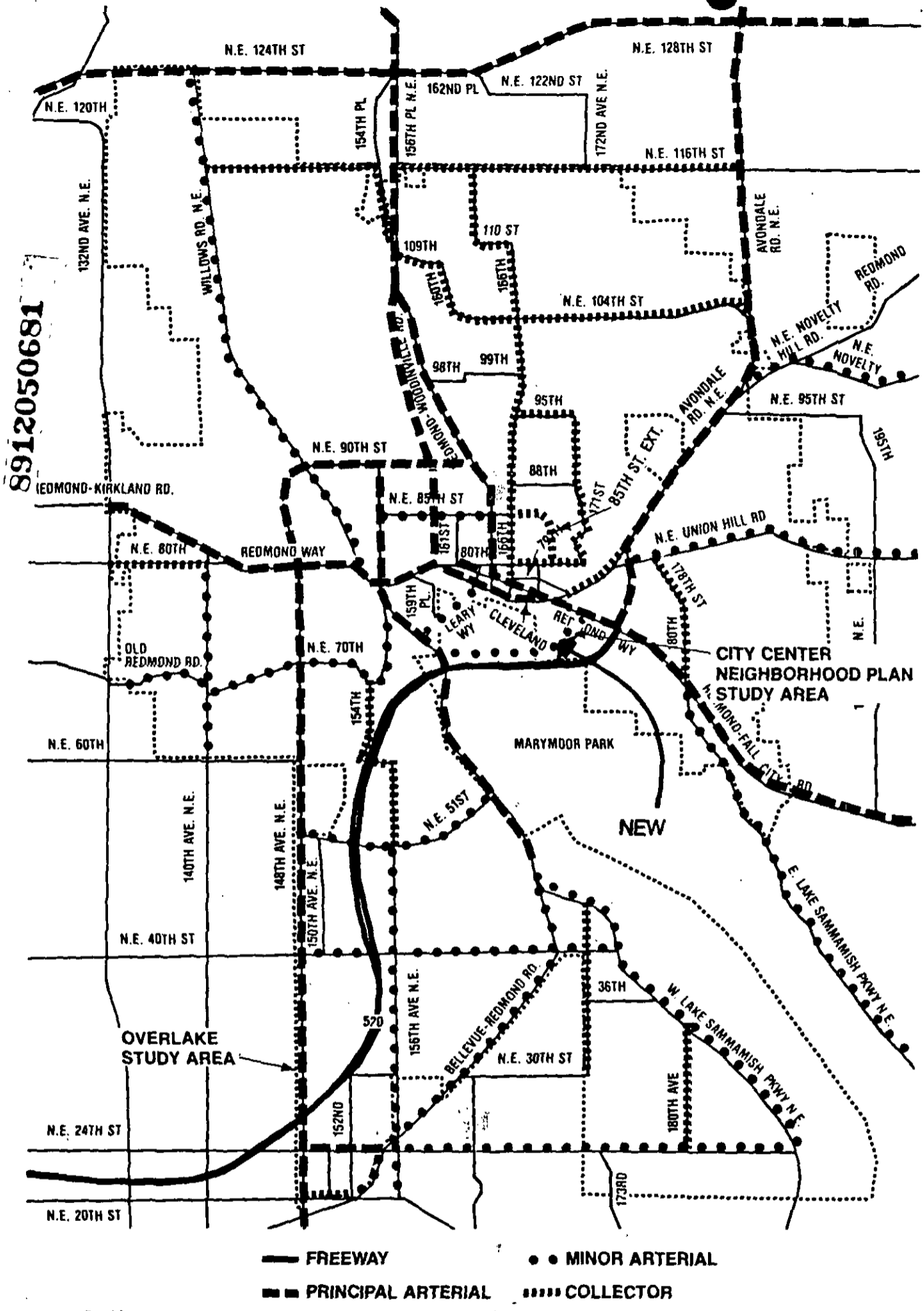
////// OPEN SPACE - PROPOSED

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FUNCTIONAL CLASSIFICATION AND STREET PLAN

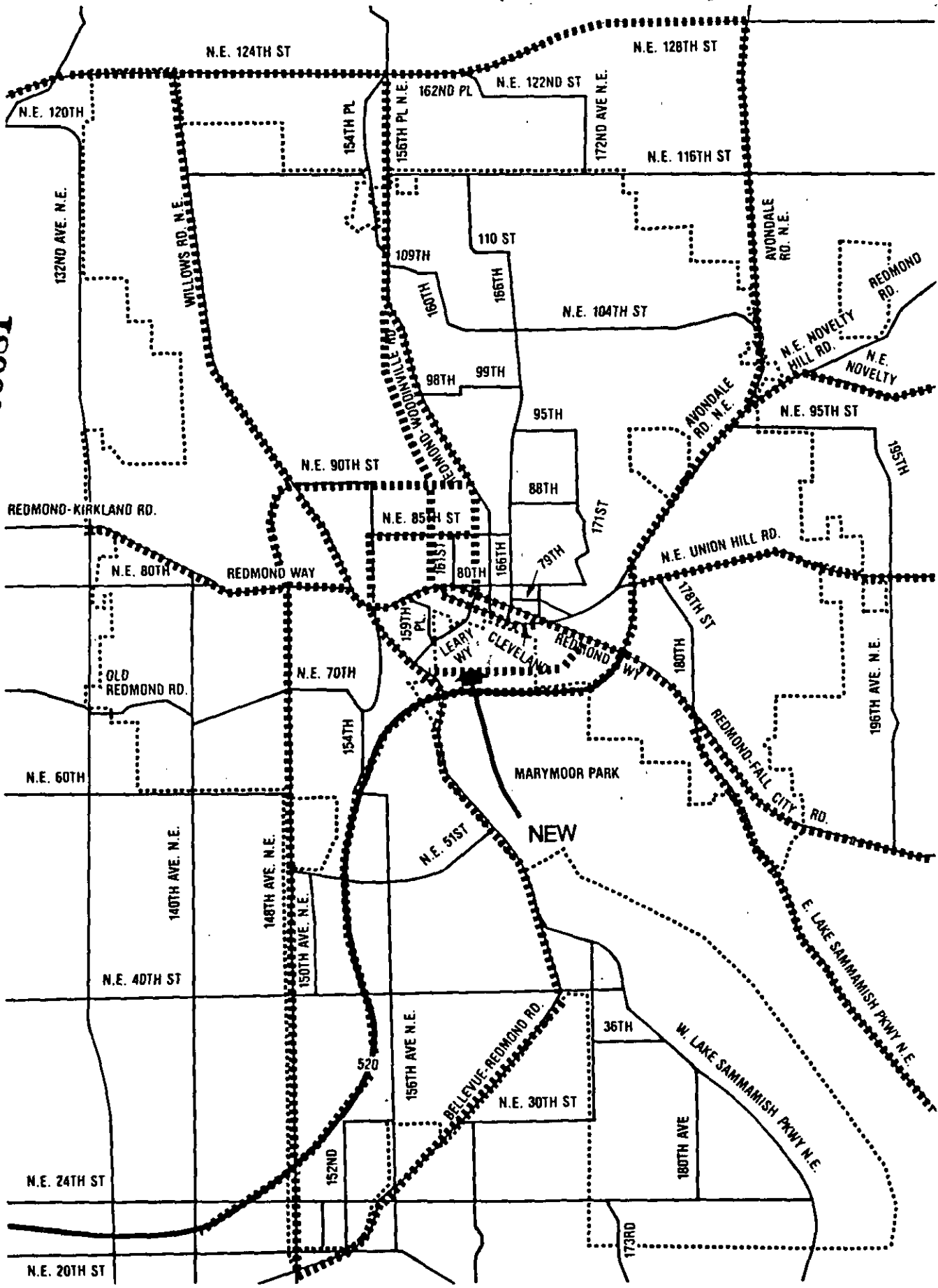


Ordinance No. 1416



AREA TRANSPORTATION CORRIDORS





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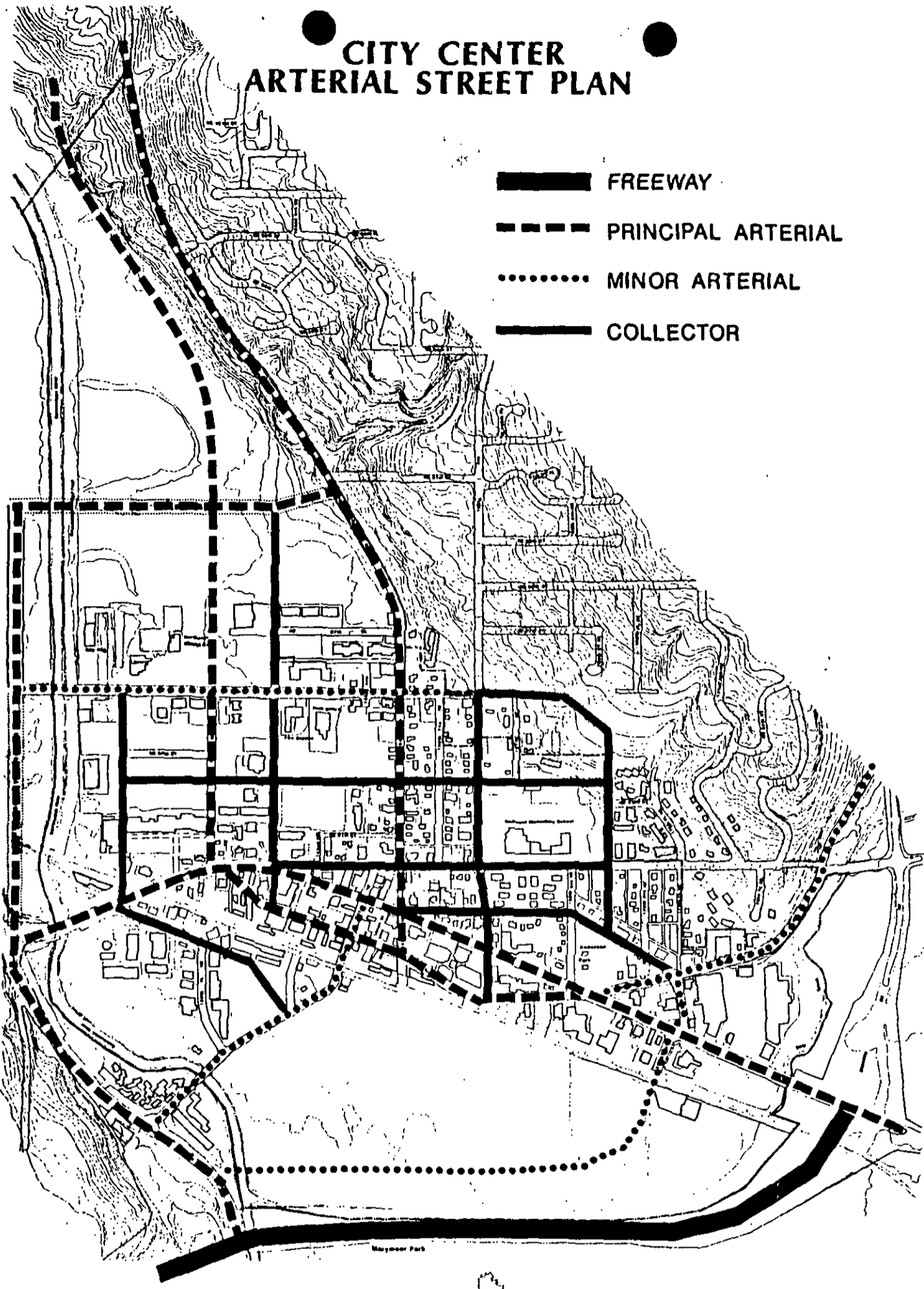
----- CORRIDORS

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CITY CENTER ARTERIAL STREET PLAN

-  FREEWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR

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City Of Redmond, Washington
Department Of Planning and Community Development



**PROPOSED FUNCTIONAL ARTERIAL CLASSIFICATION SUMMARY
FOR LONG RANGE TRANSPORTATION PLAN**

STREET	TRAFFIC LANES*		SIDEWALKS		BIKE LANES**	
	EXISTING	PLANNED	EXISTING	PLANNED	EXISTING	PLANNED
PRINCIPAL ARTERIALS:						
STATE ROUTE 520	2-4	4	0	0	2	2
REDMOND WAY (except couplet)	4/5	4/5	0-2	2	0	0
REDMOND WAY/CLEVELAND STREET COUPLET	3	2-3	2	2	0	0
148TH AVENUE N.E.	4	4	2	2	0	0
RED-WOOD ROAD (164TH AVE. N.E.)	2-4	2	0-2	0-2	0	0-2
AVONDALE ROAD	2	4	0	2	1	2
148TH AVE. N.E. EXTENSION	0	4	0	2	0	0
SR 901 EXTENSION/WLSP EXTENSION)	0	4/5	0	0	0	0
N.E. 24TH STREET (148TH TO 156TH)	4	4	2	2	0	0
W. LK. SAMMANISH PKWY (BEL-RED ROAD TO REDMOND WAY)	2	4	0	2	0-2	2
N.E. 124TH STREET	2	2-4	0	0-2	0	2
160TH AVE. N.E.	2	2-4	0	2	0	0
N.E. 90TH ST. (WILLOWS TO SR 202)	0	4-5	0	2	0	0
MINOR ARTERIALS:						
LEARY WAY	2	3	0-2	1-2	0	2
N.E. 85TH STREET	4	4	1-2	2	2	2
N.E. 24TH STREET (156TH TO W. LK. SAMMANISH PKWY.)	2	2	2	2	1	2
W. LK. SAMMANISH PKWY 156TH AVENUE N.E. (N.E. 20TH to N.E. 51ST)	4	4	2	2	2	2
N.E. 51ST STREET	2-4	2-4	1-2	2	0	0-2
N.E. 40TH STREET	2-4	2-4	0-2	2	0-2	2
N.E. OLD REDMOND ROAD	2	2-4	0-2	2	0-2	1
140TH AVENUE N.E.	2	2	0	2	0-1	1
E. LK. SAMMANISH PKWY	2	4	0	0	0	2
N.E. UNION HILL ROAD	2-4	2-4	0-2	0-2	0	0-2
NOVELTY HILL ROAD	2	2	0	0	0	1-2
BEL-RED ROAD	2-4	4	0-2	2	0	2
WILLOWS ROAD	2	2	0-2	1-2	1-2	2
132ND N.E.	2	2	0-2	1-2	0	1-2
N.E. 72ND ST.	0	4	0	1	0	0
COLLECTORS:						
158TH AVE. N.E. (N.E. 86TH ST. TO REDMOND WAY)	0-2	4/5	0-1	2	0	0
159TH AVE. N.E.	2	2	0	0-2	0	0
156TH AVE. N.E. (N.E. 51ST TO OLD RED ROAD)	2	2	0-2	2	0	1
161ST AVE. N.E. (N.E. 90TH ST. TO CLEVELAND ST.)	0-4	4/5	0-1	2	0	0
N.E. 116TH STREET	2	2	0	1	0	2
N.E. 104TH STREET	2	2	2	2	1	1
N.E. 100TH	2	2	2	2	0	2
166TH AVE. N.E.	2-4	2-4	2	2	0-2	0-2
N.E. 95TH STREET	2	2	1	2	0	1
N.E. 80TH STREET (REDMOND WAY TO 171ST AVE.)	2	2-4	0-2	2	0	2
172ND AVE. N.E.	2	2	2	2	1	1
N.E. 20TH STREET	4	4	0-1	2	0	0
180TH AVENUE N.E. (SOUTH OF UNION HILL ROAD)	2	2	0	2	2	2
N.E. 80TH ST. (132ND AVE. N.E. TO 140TH AVE.)	2	2	1	2	1	1
AVONDALE WAY	4	4	2	2	0	0
171ST AVE. N.E.	2	2	1-2	1-2	1	1
N.E. 85TH STREET EXTENSION	0-2	2	1	2	0	0


* May include left turn lanes or two-way left-turn lanes except as noted by 2/3 or 4/5.

**Does not include Class I or Class III Bicycle facilities

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CITY CENTER BIKE PLAN

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 EXISTING BIKEWAY

 PROPOSED BIKEWAY

BIKEWAY (Class I)

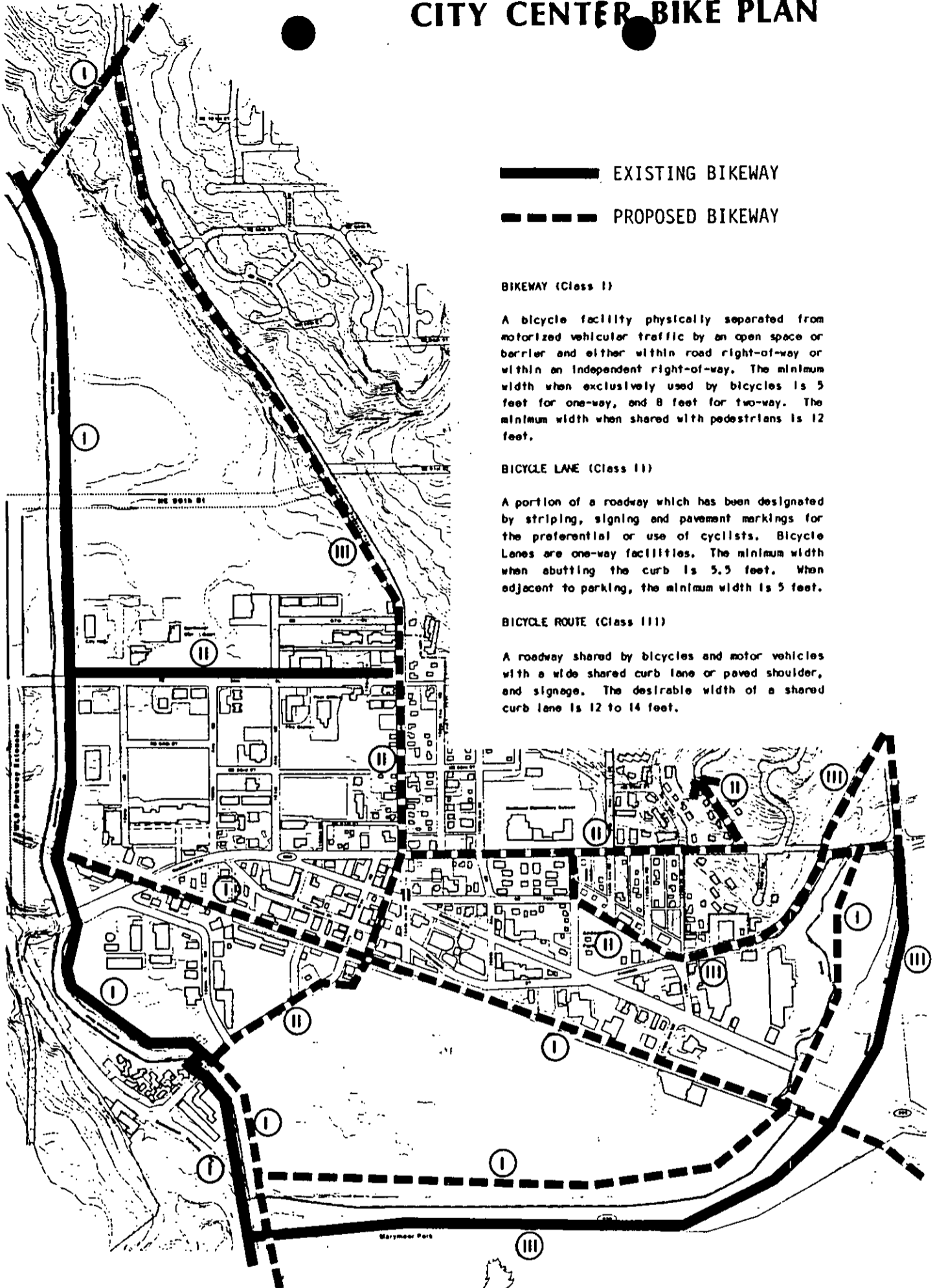
A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 feet for one-way, and 8 feet for two-way. The minimum width when shared with pedestrians is 12 feet.

BICYCLE LANE (Class II)

A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or use of cyclists. Bicycle Lanes are one-way facilities. The minimum width when abutting the curb is 5.5 feet. When adjacent to parking, the minimum width is 5 feet.

BICYCLE ROUTE (Class III)

A roadway shared by bicycles and motor vehicles with a wide shared curb lane or paved shoulder, and signage. The desirable width of a shared curb lane is 12 to 14 feet.

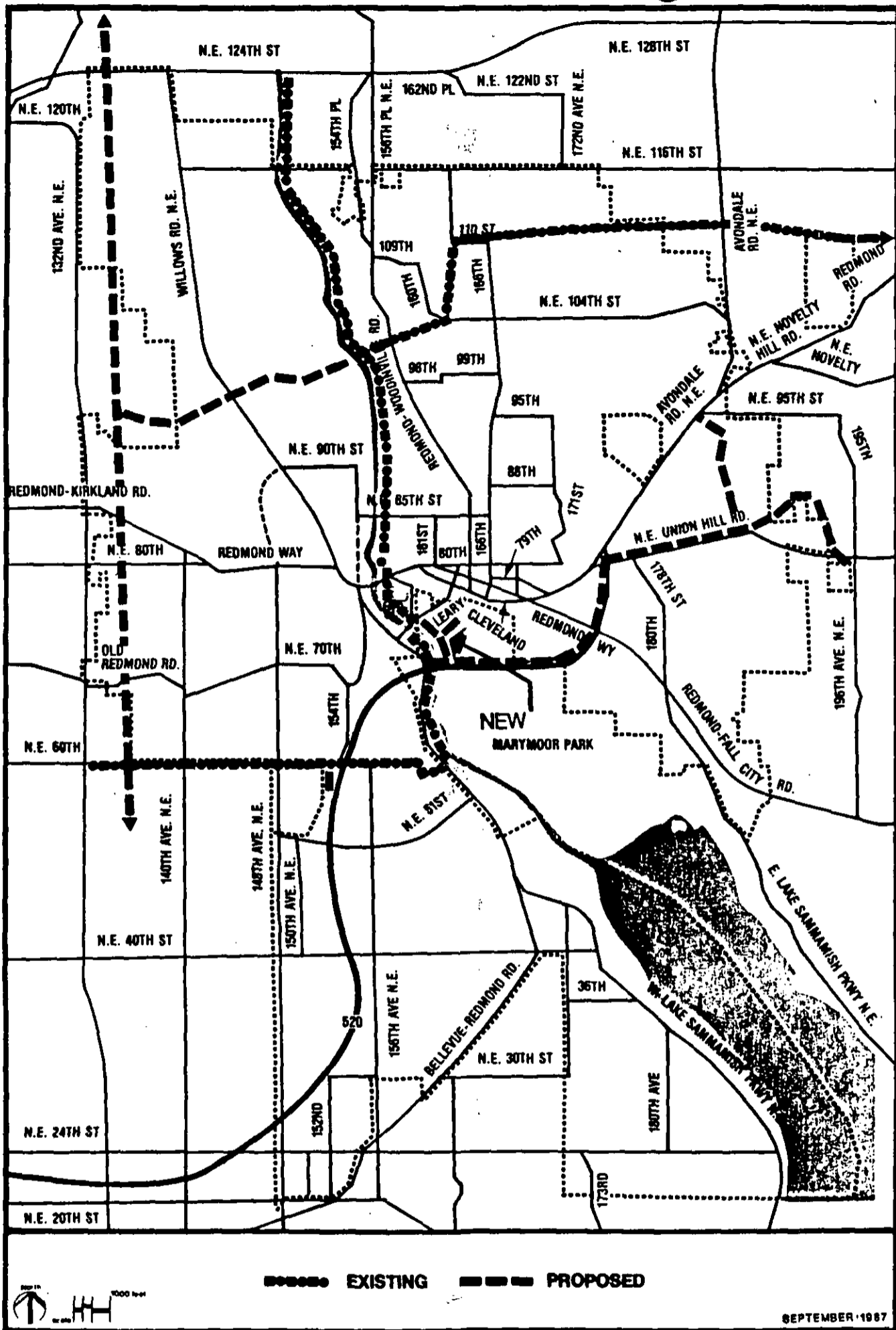


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City Of Redmond, Washington
Department Of Planning and Community Development

MULTI-PURPOSE TRAIL PLAN

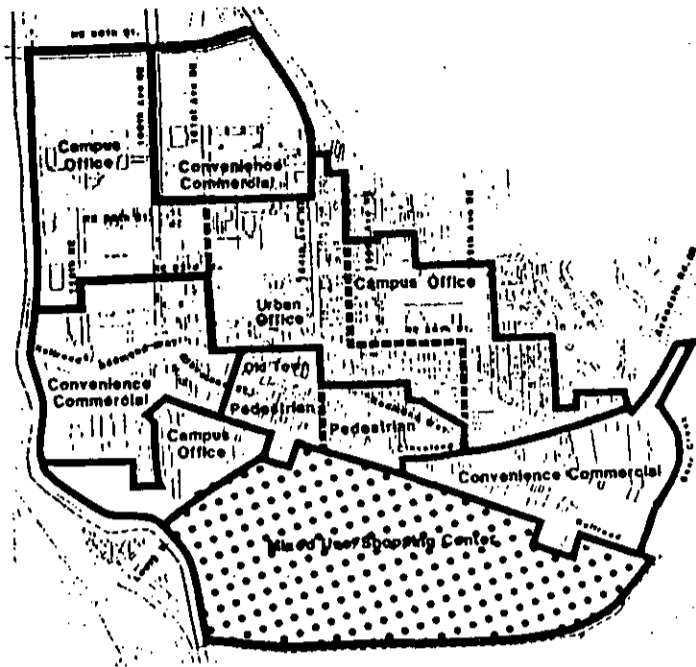
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SEPTEMBER 1987

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Section 8: Sections 208.85.130(90) - (105) of the Redmond Municipal Code and Community Development Guide are hereby amended to read as follows:



85.130(90) Mixed Use/Shopping Center Design Area Goal -

Encourage the development of a regional shopping center/mixed use complex that will provide a focus for the existing downtown and contribute to the social and economic base of the City.

(a) Policy - The development should include a mix of uses such as residential, office, hotel, cinema, transitional retail businesses, open space and recreational activities along with a shopping center.

(b) Policy - This Design Area should have a regional shopping center of 750,000 to 850,000 square feet of gross leasable area.

(c) Policy - This Design Area shall have a maximum buildable area of not more than 1,375,000 square feet.

(d) Policy - Require preannexation zoning for the unincorporated portion of the Shopping Center Design Area which includes:

- * open space/park areas
- * street patterns
- * building heights and scale
- * parking
- * landscape areas
- * transportation mitigation measures

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- * environmental mitigation measures
- * design criteria
- * integration plans with existing City Center

(e) Policy -- Preannexation zoning should include a conceptual master plan for the entire Shopping Center Design Area.

(f) Policy - Prior to annexation, the City should receive letters of intent to locate in the Mixed Use/Shopping Center Design Area from three major department stores.

(g) Policy - Unless site plan approval is obtained or a complete conforming building permit application is submitted within three years after rezoning, preannexation zoning and master plan approval, such actions shall be subject to review and changes by the City Council.

(h) Policy - Retail uses should be directly linked visually and functionally to other retail uses in the City Center.

(i) Policy - Encourage development of a compact center which minimizes use of land area and generates a high level of pedestrian activity between the center and existing downtown.

(j) Policy - At least 80% of parking for the shopping center/town square complex should occur in parking structures.

(k) Policy - Uses in the center should be oriented externally as well as internally by using outward facing building facades, malls, entrances and other design techniques.

(l) Policy -- Parking structures should be enclosed with retail or office uses on the exterior or where this enclosure is not feasible the visual impact should be softened with landscaping or screening.

(m) Policy - Provide for circulation, land use and parking linkages with the existing downtown which will attract or encourage shoppers into the downtown.

(n) Policy - Minimize parking impacts by requiring structured parking and screening of parking areas.

(o) Policy - Locate parking facilities in a manner that will reduce large areas of parking and encourage shared parking with existing downtown uses.

(p) Policy - The Justice White House and other features of historic significance should be preserved.

(q) Policy - Assure that the size and scale of the center are compatible with the scale of the City Center and that economic activities are interrelated.

85.130(95) Mixed Use/Shopping Center Design Area Goal - Provide transportation facilities that will minimize impacts on the existing system from new development, integrate the area with the City Center and improve traffic circulation.

(a) Policy - Improvements which are necessary to maintain a level-of-service standard of D (average weekday trips) on off-site roadways affected by a regional center should be completed prior to opening of a regional center to mitigate transportation impacts consistent with Chapter 20B.60.030(05) of the Community Development Guide.

(b) Policy - Streets should not be wider than 3 to 4 travel lanes and five lanes at intersections between the design area, and area targeted for integration with the downtown.

(c) Policy - Provide a continuous landscaped pedestrian/bicycle trail system constructed through the design area which is linked with the regional trail system, downtown and Marymoor Park.

(d) Policy - Pedestrian circulation plans should encourage walking within the site and to external locations.

(e) Policy - Incorporate a transportation implementation program in the design area regulations which address bicycle, pedestrian, truck and automobile circulation, including construction traffic.

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85.130(100) Mixed Use/Shopping Center Design Area Goal -

Manage and regulate development in a manner that minimizes physical impacts to the natural environment.

(a) Policy - Retain indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River.

(b) Policy - Preserve existing natural features, particularly mature trees and stream courses.

(c) Policy - Preserve a minimum of 75 percent of all trees within the cluster along Leary Way at the northwest corner of the Design Area.

(d) Policy - Assure that a monitored and maintained storm water disposal system adequately controls runoff, eliminates direct discharge to streams, and removes pollutants prior to discharge, consistent with requirements of Chapter 20E.75 of the Community Development Guide, "Storm Water Management".

85.130(105) Mixed Use/Shopping Center Design Area Goal -

Create opportunities for recreation and leisure activities that complement other uses in the City Center and generate pedestrian activity.

(a) Policy - A minimum of 60 acres of recreation open space (including floodway) shall be retained in this Design Area. This is not to include building entryways and miscellaneous building and parking lot landscaping. At least 25 acres in one parcel, exclusive of floodway, shall be maintained and dedicated to the City or controlled by other method that would permanently assure the open space. This downtown park shall serve as a visual amenity and usable recreation open space.

(b) Policy - Encourage development of plazas, pedestrian malls and other amenity open spaces, including a facility for public recreation, that promote outdoor activity and encourage pedestrian circulation between the retail center and the balance of the City Center area.

(c) Policy - Provide pedestrian and bicycle connections between the existing downtown and Marymoor Park.

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(d) Policy - Develop a pedestrian circulation plan that encourages walking within the site and to external locations.

Section 9. Section 20B.90.040(10) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the City's Official Land Use Plan incorporated as a part of said section to read as set forth on the following map entitled "Land Use Plan".

Section 10. Section 20C.10.230(05) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "City Center Design Areas" incorporated as a part of said section to read as set forth on the following map of the same title.

Section 11. Section 20C.10.230(10) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the chart entitled "City Center Land Use and Site Requirements" incorporated as a part of said section to read as set forth on the following chart of the same title.

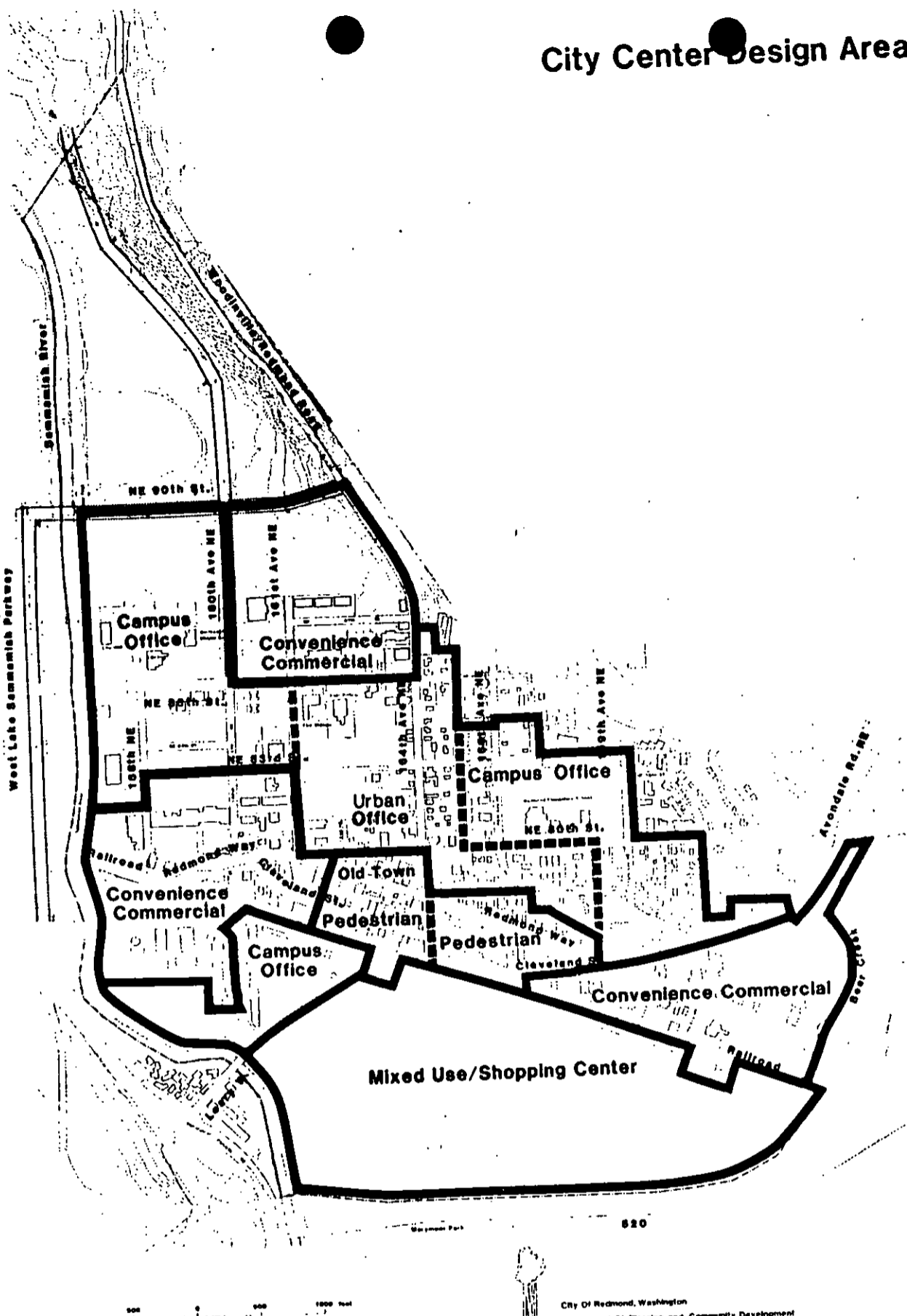
Section 12. Section 20C.10.230(25)(a) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the map entitled "City Center Linkage System" incorporated in said section to read as set forth on the following map of the same title.

Section 13. Section 20C.20.150 of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the table entitled "Parking Spaces Required" to read as set forth on the following table of the same title.

Section 14. Section 20C.20.230(30) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the chart entitled "Sign Requirements per Zoning District" incorporated in said section to read as set forth on the following chart of the same title.

City Center Design Areas

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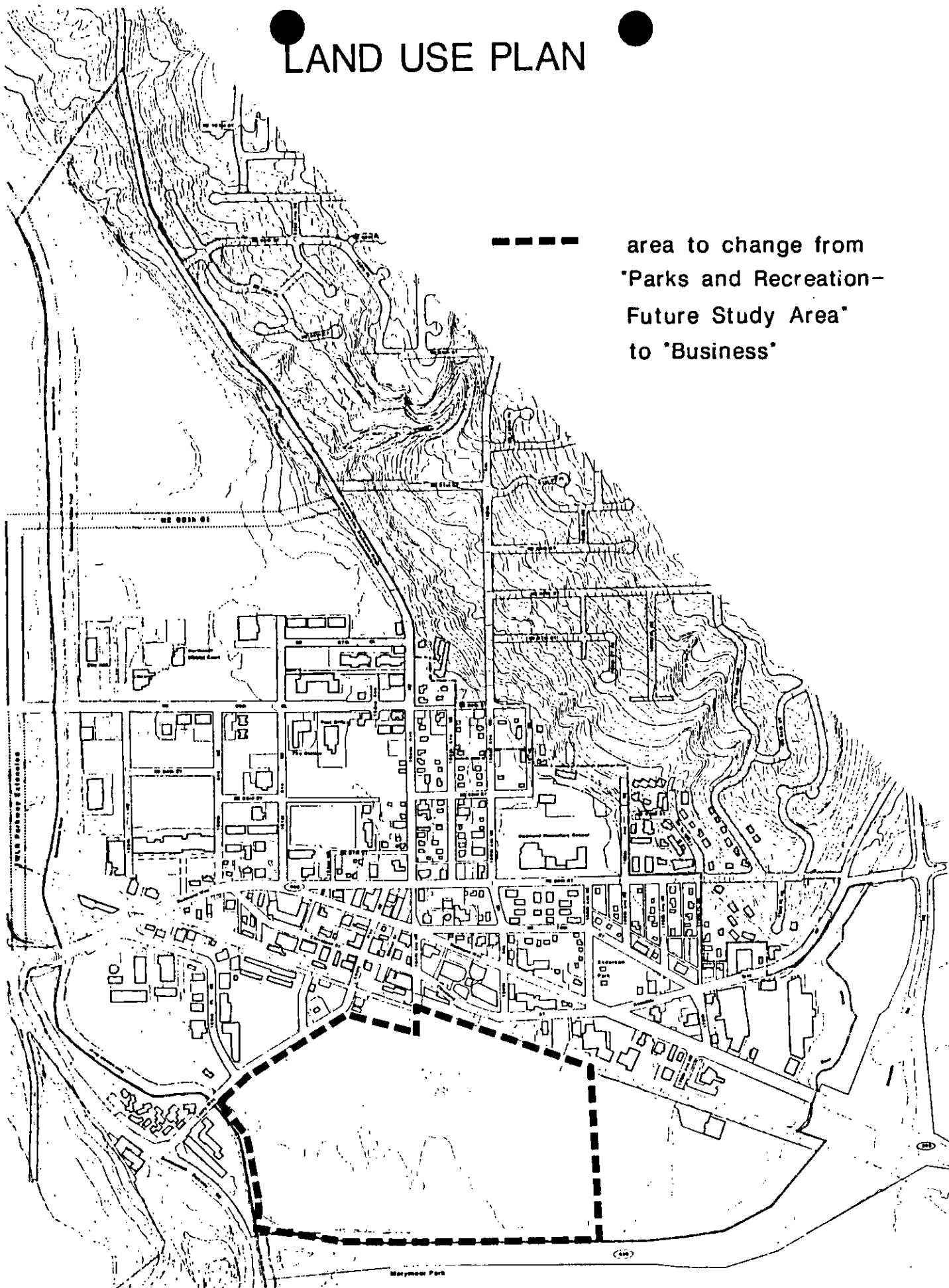


City Of Redmond, Washington
Department Of Planning and Community Development

Ordinance No. 1416

LAND USE PLAN

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Ordinance No. 1416



City Of Redmond, Washington
Department Of Planning and Community Development

20C.10.230(10) CITY CENTER LAND USE AND SITE REQUIREMENTS

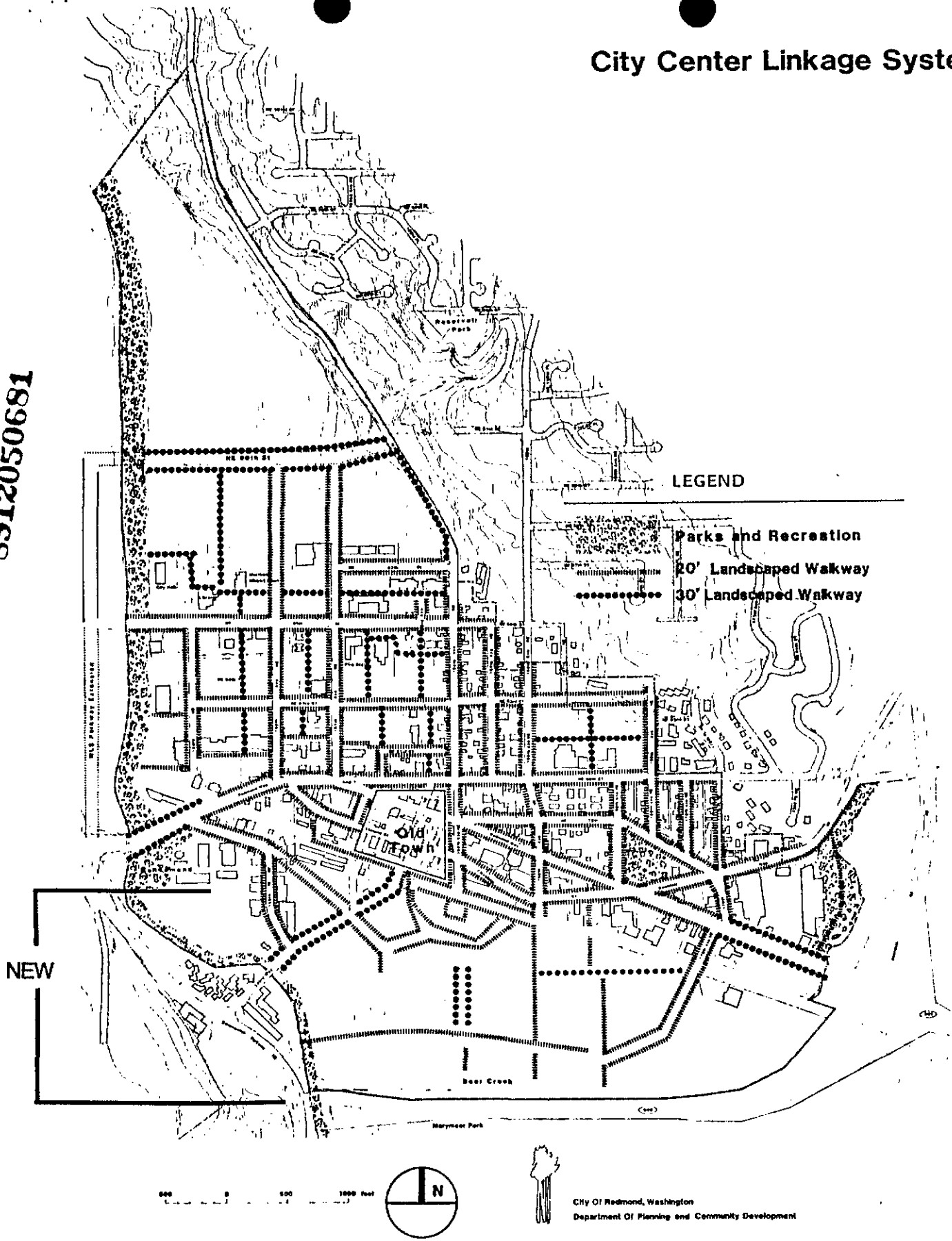
LAND USES	Design Areas				
	Convenience Commercial	Office		Pedestrian	Mixed Use Center ⁹
		Urban	Campus		
Retail ⁶	P	P ¹	P ²	P	P
Services (Commercial, Professional, Public) ⁶	P	P	P	P	P
Residential:					
Multi-Family/Sr. Housing	30 du/ac	30 du/ac	30 du/ac	30 du/ac	30 du/ac
Sr. Housing with Bonus ⁷	SDP	SDP	SDP	SDP	SDP
Public Facilities and Utilities	P	P	P	P	P
SITE REQUIREMENTS					
Minimum Open space (Includes Linkage System, Internal Landscaping, Amenities)	25%	30%	25%	20%	8
Maximum Height ¹⁰	2 stories 30 feet	4 stories 50 feet ³	4 stories 50 feet	3 stories 40	3 - 8 stories ⁵
Drive-through Facilities	P		4 P		

- 1 No single-story retail permitted. Retail permitted on ground floor only, except restaurants, delicatessans and taverns, which are allowed on any floor. Retail required on ground floor in buildings over 4 stories.
- 2 No single-story retail permitted. Restaurants, taverns and delicatessans are allowed on any floor. Other limited retail and services such as a copy shop, barber shop, magazine and snack shop, flower shop, etc. may be allowed on the ground floor if the structure is four stories in height. The intent of the other limited retail use is to serve office workers in the immediate area of the use.
- 3 Buildings over 4 stories permitted with SDP. Governed by Section 20C.20.235(70)(f).
- 4 Multi-story buildings only.
- 5 Regional Shopping Center - 3 stories (60 feet), Hotel on Town Square - 6 stories (75 feet) or 8 stories (100 feet) with meeting, conference and banquet facilities, office on Town Square - 4 stories (50 feet), all other permitted uses - 3 stories (40 feet) or 4 stories (50 feet) with parking structure.
- 6 Adult entertainment is governed by Section 20C.20.015 of the Community Development Guide.
- 7 Governed by Section 20C.20.235(70)(c) Senior Citizen Housing Development - Density Bonus.
- 8 Governed by Section 20B.85.130(105)(a).
- 9 Prior to approval of any development permits a conceptual master plan which shows at minimum the building footprints, streets and open space of the proposed development shall be approved by the City Council.
- 10 Both the stories and height standard must not be exceeded.

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City Center Linkage System

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by staff, 8/2/16



Amend Section 20C.20.150 Parking as follows:

PARKING SPACES REQUIRED			
ZONING DISTRICT		REQUIRED OFF-STREET PARKING	
		Minimum Required	Maximum Allowed
General	G	2/du	NS
Agriculture	A		
Ranch Estates	RE		
Residential Estates	RI		
Suburban Estates	R2-R3		
Suburban Residence	R4-R5-R6		
Urban Residence	R8-R12	1.2/Studio du	NS
Multiple Residence	R20-R30	1.5/1 Bedroom du# 1.8/2 Bedroom du# 2.0/3+ Bedroom du#	
Professional Office	PO	3.5/1000 sq.ft.gfa	4.5/1000 sq.ft.gfa
Neighborhood Business	NB	4/1000 sq.ft.gfa	5/1000 sq.ft.gfa
Commercial Office	CO	3.5/1000 sq.ft.gfa	4.5/1000 sq.ft.gfa
Community Business	CB	4/1000 sq.ft.gfa	5/1000 sq.ft.gfa
General Commerce	GC	*	
City Center	CC		
Convenience Commercial		3.5/1000 sq.ft.gfa	4.5/1000 sq.ft.gfa
Office:			
Urban		2.0/1000 sq.ft.gfa.	3.0/1000 sq.ft.gfa
Campus		2.5/1000 sq.ft.gfa.	3.5/1000 sq.ft.gfa
Pedestrian			2.0/1000 sq.ft.gfa
Mixed Use/Shopping Center		3.5/1000 sq.ft.gfa	5.0/1000 sq.ft.gfa
Business Park	BP	2.0/1000 sq. ft. gfa	3/1000 sq. ft.gfa**
Light Industry	LI	2.0/1000 sq. ft. gfa	3/1000 sq. ft.gfa**
Heavy Industry	HI	2.0/1000 sq. ft. gfa	3/1000 sq. ft.gfa**
Planned Unit Developments	PD	2.0/1000 sq. ft. gfa	3/1000 sq. ft.gfa**

Notes: du - Dwelling Unit
 gfa - Gross Floor Area
 NS - No Specification
 * - The number of spaces must be adequate to accommodate the peak shift as determined by the
 ** - The Technical Committee may consider parking at a ratio as low as 1.5/1000 if a covenant is recorded with the property which limits the uses to warehouse uses and/or limits the number of employees permitted in a building or project. Parking up to a ratio of 3.5/1000 may be considered if the employer/building owner can demonstrate the need for it and adopts a parking/traffic mitigation program.
 Code Administrator after considering the probable number of employees, etc.
 # - Bedroom shall include all rooms that can be used as permanent sleeping quarters.

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A Part of Subsection 20C.20.23 (b) SIGN REQUIREMENTS PER ZONING DISTRICT			
SIGNS	ZONING DISTRICTS		
	OC; CB; CC - OFFICE, CONVENIENCE COMMERCIAL	CC - PEDESTRIAN CC - MIXED USE/CENTER PO; NB; CO; LI; HI; BP; R20; R30; EH-DESIGN DISTRICTS B & C	EH DESIGN DISTRICT A A-G-RE-R1-12 Non Residential
NUMBER OF SIGNS			
MAXIMUM NUMBER OF FREESTANDING OR PROJECTING SIGNS PER STREET FRONTAGE PER ESTABLISHMENT	1	1	1
FREESTANDING SIGNS			
Minimum Setback (feet)	5	5	10
Maximum Height (feet)	a height equal to the sign setback up to 10 feet	a height equal to the sign setback up to 10 feet	10
Maximum Size per Sign Face (Square Feet)	The smaller of 1% of the average gross floor area or 1 sq. foot per 4 feet of street frontage where the sign is to be placed up to a maximum of 75 sq. feet; but in any event, 25 sq. feet is permitted	The smaller of 1% of the average gross floor area or 1 sq. foot per 4 feet of street frontage where the sign is to be placed up to a maximum of 50 sq. feet; but in any event, 25 sq. feet is permitted	25
Maximum number of Sign Faces	4	4	2
WALL SIGNS			
Maximum Area (Square Feet)	The larger of 15% of the facade to which attached or 60 sq. feet up to a maximum of 300 sq. feet	The larger of 15% of the facade to which attached or 30 sq. feet up to a maximum of 100 sq. feet	60
Maximum Height (Feet)	Top of the wall or facade to which attached	Top of the wall or facade to which attached	20
PROJECTING SIGNS			
Maximum Area per Sign Face (Square Feet)	15	15	25
Maximum Area Total All Sign Faces (Square Feet)	30	30	50
Maximum Height (Feet)	Top of the wall or facade to which attached	Top of the wall or facade to which attached	20

Note: Individual Businesses in Multiple Building Complexes Not Permitted to have Freestanding Signs

Section 15. Section 20C.30.050 of the Redmond Municipal Code and Community Development Guide is hereby amended by adding a new subsection (30) thereto to read as follows:

20C.30.050(30) Mixed Use/Shopping Center Design Area

(a) Urban Design

1. Gateway to Downtown - The Design Area classified Mixed Use/Shopping Center functions as a gateway to the City from SR 520. Development in this area should complement the other components of this gateway, Marymoor Park and Bear Creek, by providing attractive, interesting urban activity. Development should be consistent with the natural environment by minimizing glare, providing indirect lighting, avoiding intense signage, and providing a soft edge where the urban and natural environments meet.
2. Downtown Integration - Connection to existing roads including landscape treatment, road surface, sidewalk size and placement should respect and extend the existing grid system, townscape and character while meeting or if necessary exceeding current standards and regulations. Development in the Design Area classified Mixed Use/Shopping Center should consider existing conditions in the following subareas:
 - a. Leary Way - Leary Way between the Sammamish River and the Burlington Northern railroad tracks should remain as a "green gateway" to the City of Redmond. Setbacks from Leary Way should be adequate to preserve at least 75% of the existing stand of trees on the east.
Signage for traffic control, directional information, and business identification should be kept at a minimum in both size and number.
 - b. Northern Boundary - Leary Way to 164th - Building siting should consider continuity of retailing frontage in order to integrate new development with Old Town retailing.

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c. Northern Boundary - 164th to 168th Ave. - This area should provide linkage capability between existing roadways north of Burlington Northern RR and new roadways south of same. New alignments should respect Gilman, 164th, 166th Avenue connections, either immediately or in the future. These new alignments should provide extension of the established visual corridors. New connections to existing north/south roads in this area should be consistent with the character of the existing older improvements.

D. Bear Creek - The edge along Bear Creek should be kept as a natural area, with uses limited to passive activity and trail/pathway connections. Signage in this area should be limited to traffic, safety and directional information, or be consistent with the public recreational use of the area. Structures consistent with and supporting passive use of this area may be allowed, but should be kept to a minimum.

E. Sammamish River - The edge along the Sammamish River should serve as an extension of existing activity on the Sammamish River Trail just north of this Design Area. Uses should include trail and pathway activities. Signage should be limited to traffic, safety and directional information or be consistent with the public recreational use of the area. Structures consistent with and supporting trail/pathway activities may be allowed, but should be kept to a minimum.

(b) Architectural Guidelines

1. Siting of Buildings - Buildings should be sited to enclose either a common space or provide enclosure to the street. Consideration should be given to the relationship between buildings and adjacent open

space areas. All design should appear as an integrated part of an overall site plan.

2. Building Form - The roofline of buildings should be modulated to avoid large areas of flat roof. As an alternative, flat roofs should be designed with interesting architectural features (such as textured materials or color) or landscaped. Consideration should be given to the appearance from nearby hillsides.

Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.

The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged.

Large buildings should avoid continuous, flat facades. Avoid the use of false fronts and large, blank walls.

3. Building Entry - Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entranceways.

Highlight building entrances through landscape design. Building entries should be designed in conjunction with the landscape treatment of pedestrian ways in the parking areas.

4. Public Art - Encourage public art in public areas of the design area particularly in and around the regional shopping center and Town Square.

(c) Transportation Guidelines

1. VEHICULAR

- a. Roadway Configurations - If not at existing elevation, roadways should be bermed or screened in a manner to reduce visual impact of pavement area.

Alignment of all roadways shall minimize the removal of existing trees.

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- b. Parking - Surface - Where possible, locate parking behind buildings and away from areas of high public visibility. Provide landscape screening where parking in areas visible to the public cannot be avoided.

Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size of parking areas should be minimized and each area related to the group of buildings served.

Parking should be provided with a clear circulation network to guide pedestrians to the building entrances.

Visual impact of surface parking areas should be minimized from the SR 520 corridor.

- c. Parking - Structured - Structured parking should be designed to avoid long faceless planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade to reduce total height.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR 520 corridor.

The top floor of parking structures should be provided with landscape screening, along the cornice and on the deck, either by trees or a screening trellis treatment. Provide walkways in parking floors that lead to elevators which have curbs or other barriers to protect from vehicular intrusion.

For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.

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2. PEDESTRIAN

- a. Linkages - Link proposed development to walkway, trail, bicycle systems in the surrounding area by connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as railroad, Bear Creek and driveways) with special design treatment, minimizing barriers, designing with consistent materials, widths and locations and providing safe, easy and clearly identifiable access to and along the linkages. Safe, convenient and attractive connections to Marymoor Park, Sammamish River Trail and the Bear Creek trail system should be provided.
- b. Sidewalks - When extending an existing sidewalk, the new walkway should meet current standards and regulations while being of a material and dimension which is compatible with while improving on the existing character.
Alignment of new sidewalks should minimize the removal of existing trees.
- c. Arcades, Colonades, Canopies - In areas of high pedestrian activity, devices for protection from weather are encouraged. Consistent treatment within a single area is also encouraged in order to provide a strong identity of space.
- d. Enclosed Malls - The design of enclosed malls should allow pedestrians through access during hours of mall operation while still maintaining security.
- e. Trails - Pedestrian - Pedestrian/vehicular intersections should be avoided when possible. Special design treatment should be afforded the pedestrian trail crossings of the Burlington Northern railroad tracks.

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f. Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

g. Trails - Equestrian - Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails.

(d) Landscape Guidelines

1. Urban Landscape Treatment - The building entry, primary vehicular entries and building perimeters should be planted with ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation characteristics.

2. Moving Mature Trees - Encourage the relocation of mature trees that would otherwise be lost during construction.

3. Site Furnishings - Benches, kiosks, signs, bollards, waste receptacles, water fountains, lighting standards, perch walls, sidewalks, pathways, trail and special water features should be designed to be compatible elements of like materials and design.

(e) Open Space Guidelines

1. Northwest corner - Preserve at least 75% of the existing stand of trees in the northwest corner of the site.
Minimize new grading and overland storm water treatment in this area.
Install screening between this open space area and adjacent parking areas.

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Encourage passive recreation including a walking trail, bicycle trail, seating and rest areas, pedestrian lighting, and site furnishings.

Connections should be provided to the White House, shopping center, Marymoor Park, Sammamish River trail system and other open space areas.

2. White House - Open space areas at the Justice William White House should encourage active and passive recreation and should connect to other open spaces, trails and the shopping mall.
3. Sammamish River - Open space should be retained along the Sammamish River and enhanced by:
 - a. Providing grade separation for trails at all appropriate and feasible locations.
 - b. Making connections to other open space zones.
4. Bear Creek - Open space along Bear Creek should be retained and enhanced by:
 - a. Encouraging passive recreation activities and discouraging active recreation.
 - b. Limiting storm water treatment swales and recharge areas so that they do not destroy the function of preserving the natural environment and providing passive recreation areas. Storm water treatment structures should not be located in this area. All swales and recharge areas should be integrated with the natural environment.
 - c. Protecting vegetation of the riparian habitat in this zone by establishing trails and facilities outside of the floodway and limiting access to the creek to designated access points.
 - d. Providing connections to Marymoor Park, the Sammamish River, shopping mall and other open spaces.

e. Facilities within this area should include a pedestrian pathway, bicycle path, equestrian trail, passive water access area; seating, and site furnishings.

5. Public open space - Open space should be retained, enhanced and made available for public use through the City in this design area.

(f) Sign Kiosks

1. Sign kiosks - Sign kiosks, which provide direction to groups of tenants are encouraged as a means for discouraging numerous individual tenant signs and providing clear directions. These kiosks shall be located in high traffic areas and be consistent with the design theme of the development.

2. Symbols and Colors - International symbols and colors should be used whenever applicable.

Section 16. Pursuant to RCW 35A.14.330 upon annexation to the City of Redmond of that portion of the property depicted on Exhibit A commonly known as the Old Redmond Golf Links site, which exhibit is attached hereto and incorporated herein, the City's Official Zoning Map shall be amended to classify such property as "City Center District" and "Mixed Use/Shopping Center." All development on such property designated Mixed Use/Shopping Center shall be governed by and subject to the conditions and master plan set forth in the document entitled "Master Plan Conditions of Approval" and exhibits thereto dated April 19, 1988, maintained in City File DGA-86-11, which is incorporated herein by this reference as if set forth in full; and which is hereby approved, together with any amendments to such Master Plan and/or conditions which may be approved as set forth in the conditions. The foregoing zoning classification, Master Plan and Master Plan Conditions of Approval shall collectively comprise the City's proposed zoning regulation to become effective upon the annexation of the property identified in this section pursuant to RCW 35A.14.330.

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Section 17. Pursuant to RCW 35A.14.330 upon annexation to the City of Redmond of that portion of the property depicted on Exhibit A northwest of Leary Way the Official Zoning Map shall be amended to designate the property as "City Center District" and "Campus Office". The foregoing zoning classification shall comprise the City's proposed zoning regulation to become effective upon annexation of the property identified in this section pursuant to RCW 35A.14.330.

Section 18. The City's Official Zoning Map is hereby amended to classify a portion of that property commonly known as the Butler-Walls parcel, and more particularly depicted as set forth on Exhibit B, attached hereto and incorporated herein by this reference as if set forth in full, as "City Center District," and "Mixed Use/Shopping Center", including the requirement that all development thereon comply with the development master plan approved by the preceding section 15 of this ordinance and the conditions of approval referenced therein.

Section 19. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication.

Doreen Marchione
MAYOR, DOREEN MARCHIONE

ATTEST/AUTHENTICATED:

Doris A. Schaible
CITY CLERK, DORIS A. SCHAIBLE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY: Jay C. Martin

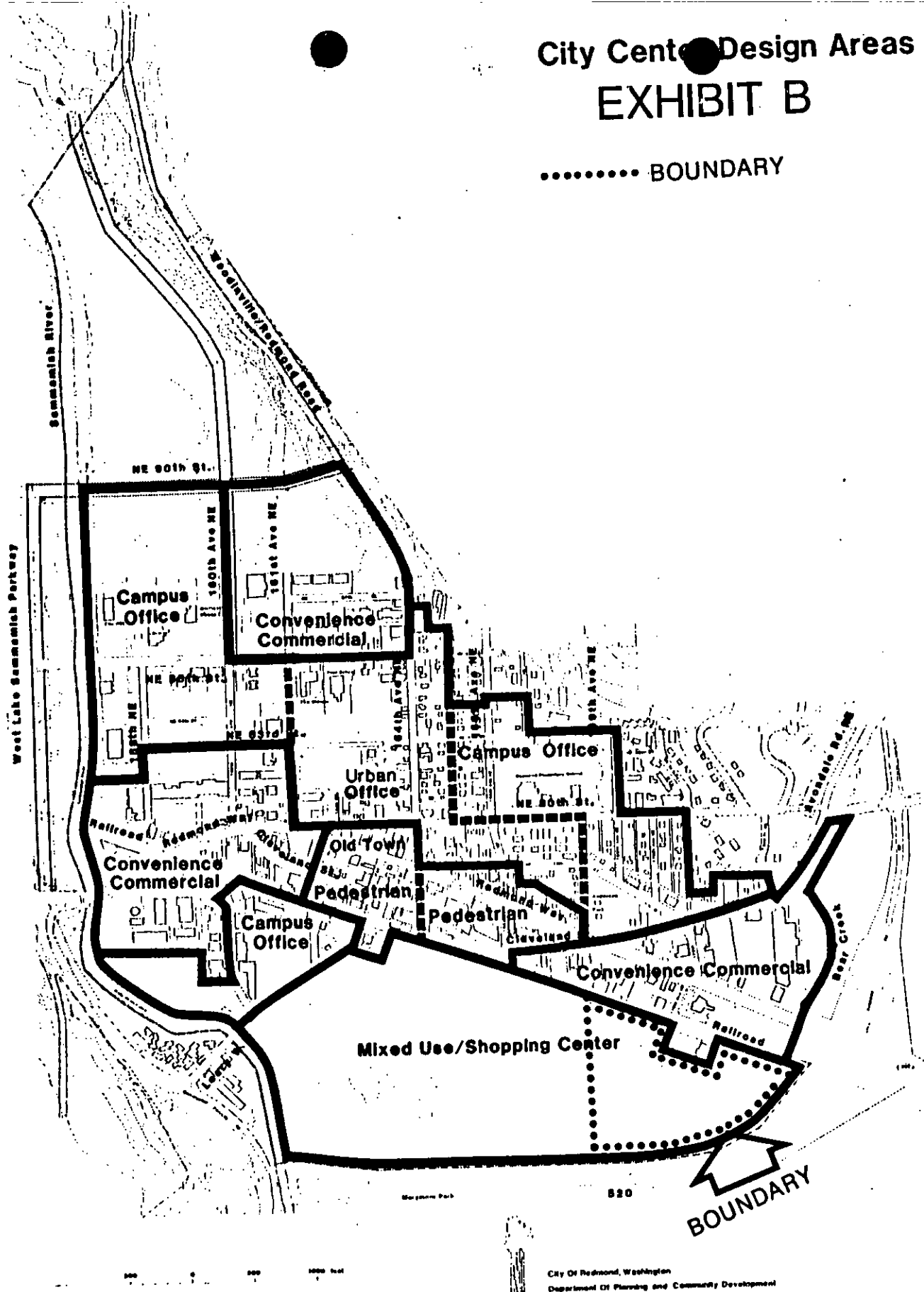
FILED WITH THE CITY CLERK: March 31, 1988
PASSED BY THE CITY COUNCIL: April 19, 1988
PUBLISHED: May 8, 1988
EFFECTIVE DATE: May 13, 1988
ORDINANCE NO. 1416

I, Doris A. Schaible, City Clerk of the City of Redmond, Washington, do hereby certify that the attached copy of Ordinance 1416 is a true and correct copy of the original Ordinance passed on the 19 day of April, 1988 as said Ordinance appears in the records of the City of Redmond.
Dated this 17 day of Nov., 1989.
Doris A. Schaible

City Center Design Areas EXHIBIT B

..... BOUNDARY

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Ordinance No. 1416

City Of Redmond, Washington
Department Of Planning and Community Development

DGA-86-11 REDMOND TOWN CENTER PROPOSED ZONING
MASTER PLAN CONDITIONS OF APPROVAL
DATED APRIL 19, 1988

The following are conditions of approval for the master plan. It also should be noted that more detailed conditions will be applied as part of the site plan review process that will follow annexation of properties noted herein.

I. MASTER PLAN AND BUILDING DESIGN CONCEPT

The proposal shall be developed consistent with Exhibits A-1 through A-4 (Exhibit A) and the following conditions, Roman numeral I through XII. It may be built in phases. These figures are conceptual illustrations only and variations are permitted provided that the general building locations, height, bulk, orientation and architectural style is maintained. Any proposed amendment to the proposed master plan and conditions of approval shall be reviewed by the Technical Committee pursuant to criteria in Section 20F.20.120 Modification of Final Order (c) and if determined by the Technical Committee to be major, must be approved by the City Council by ordinance.

II. TRANSPORTATION

A. Street Improvements: The following street improvements are required prior to opening of any portion of the shopping center (mall shops and department stores) phase of the project.

In the event that other phases of the project are developed prior to the shopping center, a study shall be conducted and a mitigation package developed which is consistent with the intent of this section and the requirement that the project not degrade this level of service at any intersection in the vicinity of the site below level of service D (see Exhibit B).

1. 170th Avenue N.E.: Widen and realign the existing roadway between Redmond Way and Avondale Way N.E. to three lanes.
2. 166th Avenue N.E.: Extend 166th Avenue N.E. south of Cleveland Street to provide a new four-lane roadway into the Redmond Town Center site, including a new traffic signal at Cleveland Street and railroad drop gate.

Railroad crossing permits are required for 164th Avenue N.E. and 166th Avenue N.E. prior to the issuance of any building permits. The crossings shall be designed to meet the requirements of the Burlington Northern Railroad and the Washington Utilities and Transportation Commission. Consideration shall be given to mitigating impacts to users directly affected by the crossings.

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3. 164th Avenue N. (north): Widen the west half of the roadway between Redmond Way and Cleveland Street to provide a 44 foot curb to curb section including signal revisions at the Redmond Way intersection.
4. 164th Avenue N.E. (south): Improve 164th Avenue N.E. south of Cleveland Street to provide a new four lane roadway into the RIC site, including a new traffic signal at Cleveland Street and "Railroad Street", and install railroad drop gate and elevate side track.

Railroad crossing permits are required for 164th Avenue N.E. and 166th Avenue N.E. prior to the issuance of any building permits. The crossings shall be designed to meet the requirements of the Burlington Northern Railroad and the Washington Utilities and Transportation Commission. Consideration shall be given to mitigating impacts to users directly affected by the crossings.

5. 159th Place N.E.: Restripe to two travel lanes and center turn lane and signalize at Redmond Way and Leary Way.

or

159th Place N.E./Leary Way: Construct a new 44 foot curb to curb section of roadway from Leary Way to the existing sharp curve in the roadway including new traffic signals at Leary Way and Redmond Way. Widen Leary Way to three lanes in the vicinity of the intersection to provide exclusive left turn lanes.

6. Town Center Parkway: Construct a new four lane arterial roadway "Town Center Parkway" from West Lake Sammamish Parkway to 170th Avenue N.E., with left turn lanes at intersection.
7. Sammamish River Bridge: Construct a new four-lane bridge crossing the Sammamish River as part of the new Town Center Parkway arterial. The bridge shall be constructed to allow a trail to pass under both sides.
8. SR 520 Eastbound Off-Ramp: Widen the existing ramp to two lanes for a distance of 1,000 feet from West Lake Sammamish Parkway and replace signal at eastbound off-ramp.
9. SR 901: Widen the existing West Lake Sammamish Parkway to provide two through lanes in each direction and turn lanes at intersections from approximately 500 feet south of the SR 520 eastbound off-ramps intersection to just north of the Leary Way intersection. This improvement includes a new traffic signal at the West Lake Sammamish Parkway/Town Center Parkway intersection.
10. SR 520 Eastbound On-Ramp: Widen the ramp in conjunction with the widening of West Lake Sammamish Parkway.
11. Leary: Construct three lane improvement from Sammamish River Bridge to railroad right of way and signal at entrance to the Redmond Town Center site.
12. On Site Street: Crescent.

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13. On Site Street "Railroad" Street.
 14. On-Site Street: North-south street (167th Avenue) -- Railroad Street to Town Center Parkway.
 15. 170th Avenue N.E.: On 170th Avenue N.E. between Redmond Way and the south side of the railroad tracks widen as required, restripe and add sidewalks to match the new proposed Sammamish Parkway and intersection improvements at Redmond Way and 170th Avenue N.E.
- B. Vehicular Improvements: Prior to annexation a mitigation program shall be developed which addresses the need for improvements in the following areas:
1. SR 901: Leary Way to Redmond Way.
 2. SR 520 & SR 202: Interchange improvement.
 3. Union Hill: Avondale Way to Avondale Road.
 4. 80th and 164th: signal
 5. 80th & 166th: signal
 6. 148th Avenue N.E.: Redmond Way to Wollows
 7. Redmond Way and 148th Avenue N.E.: Add second left turn lane on both the westbound and northbound approaches.
 8. Avondale Road: Redmond Way to Novelty Hill.
 9. 170th Avenue N.E. and Avondale Way and Redmond Way: Traffic signal.
- C. Traffic Management: Required to be provided:
1. Peak Season Period: Agreement to provide additional personnel to manage on-site traffic during retail shopping peaks.
 2. Traffic Signals Requirements:
 - a. All signals to be hard wire interconnected.
 - b. Participation in the City's Automatic Traffic Surveillance and Control System will be required.
 - c. All equipment and design per City requirements.
 3. Traffic Control Requirements:
 - a. Positive guidance program both on and off-site for day and night operation.
 - b. Illuminated guide signs and restricted lane signs at signalized intersections.
 - c. Advance guide signs off site.
 - d. Ample markings and signs for on-site circulation.
 - e. Variable message signs at strategic locations for peak season operation.

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4. Traffic Monitoring: Prior to opening any phase of the program a traffic monitoring program shall be developed for the vicinity of 164th and 166th Ave. N.E. directly north of the project. Should the monitoring find that this area is not operating as anticipated and is heavily congested with traffic, a study will be conducted by a traffic engineer agreed upon by the City and the applicant. Prior to opening, the applicants shall sign an agreement not to protest the formation of a Local Improvement District to construct improvements recommended by the study.
- D. Construction: The following construction mitigation measures shall be followed:
1. 170th Avenue N.E. & Redmond Way traffic signal: Installed as soon as possible. Prior to that time, traffic control will be staffed.
 2. Major construction access: Shall be via SR 520 and 170th Avenue N.E.
 3. Truck Wash Program: Shall be developed and approved by the City prior to issuance of a clearing and grading permit.
 4. Street Cleaning Program: Approved by City prior to start of construction.
 5. On-Site Facilities: Provide on-site facilities for City Project Engineer, inspectors and support services.
 6. Construction Activities: A program shall be developed and approved by the City which minimizes impacts of construction traffic during peak hour periods and noise impacts on adjacent residential uses.
- E. Pedestrian/Bicycle Circulation: The following Linkage System (walkways and landscaping) and trail connections shall be installed to City standards (Exhibit C). The improvements may be installed in accordance with an approved phasing plan.
1. Leary Way: Sammamish River Trail to Cleveland Street - east side only.
 2. Crescent:
 - a) South side - full length
 - b) North side - full length
 3. "Railroad" Street:
 - a) North side - Leary Way to 166th Avenue N.E.
 - b) South side - Leary Way to Town Square.
 4. "Town Center Parkway": Sammamish River Trail (as extended by project) to north side of railroad right-of-way - north side only.
 5. 164th Avenue N.E.:
 - a) West side - "Railroad" Street to Redmond Way
 - b) East side - "Railroad" Street to Cleveland Street.

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6. 166th Avenue N.E.:
 - a) West Side: Town Center Parkway to Cleveland Street.
 - b) East Side: "Railroad" Street to Cleveland Street.
 7. 170th Avenue N.E.: West side - Redmond Way to Avondale Way.
 8. Town Square:
 - a) Retail frontage on west side of Town Square.
 - b) Town Square to north entrance of mall via bridge.
 9. West Entrance Road:
 - a) Both sides - Leary Way to Crescent.
 - b) Entrance road to west mall entrance.
 10. Sammamish River Trail Extension:
 - a) Improved crossing of Leary Way.
 - b) Ten (10) foot paved trail extension on east side of river from Leary Way to Bear Creek.
 - c) Pedestrian/Bicycle bridge across Bear Creek. (At least as wide as the Leary Way pedestrian/bicycle bridge.)
 11. South Mall Entrance: Mall entrance to Town Center Parkway.
 12. Park Trail: Sammamish River Trail extension to west mall entrance - 10 foot paved pedestrian and bikeway trail.
 13. East Mall Entrance: Mall entrance to north - south collector road (167th Avenue N.E.).
 14. Town Square: "Railroad" Street to entrance to pedestrian bridge.
 15. "Railroad" Street: Town Square to 166th Street extension.
 16. Bear Creek Trail:
 - a) Ten (1) foot paved trail - Sammamish River to 166th Avenue N.E. extension.
 - b) South mall entrance extension from Town Center Parkway to Bear Creek Trail and pedestrian activated street crossing signal.
 - c) 166th Avenue N.E. Linkage Extension from Town Center Parkway to Bear Creek Trail.
 17. East Mall Entrance Linkage Extension: 167th Avenue to Town Center Parkway.
 18. Butler Walls North/South Linkage: East mall linkage to Bear Creek Trail.
 19. Town Center Parkway: Butler Walls north/south linkage to north side of railroad right-of-way.
 20. Bear Creek Trail: 166th Avenue N.E. extension to north side of railroad right of way (10 foot trail).
- F. Transportation Management Program: A Transportation Management Program shall be provided by the applicant prior to issuance of a building permit.

G. Transit Stop: The applicant shall work with METRO to arrange for a "front door" transit stop for the retail shopping center portion of the project.

III. INTEGRATION: The following integration features are required:

A. Prior to occupancy of any portion of the master plan:

1. Town Square: Design and develop, consistent with City approved plan.
2. Crescent: Construct retail component on crescent and around Town Square. Hotel and associated parking structure may be constructed later.
3. Railroad - Pedestrian Crossings: Design and construct City approved architectural/urban design features, walkways and landscaping on Leary Way, 164th Avenue N.E. and other locations as may be required as the result of traffic studies. This may include a pedestrian overpass.
4. Saturday Market: Retain facility in adjacent area.

B. The following shall be completed prior to occupancy of the fourth department store: Architectural/urban design treatment of 166th to encourage pedestrian circulation from the project to the Cleveland Street retail area.

C. The following is required with any phase of the master plan:

1. Building Color and Material: Utilize colors and materials which will allow the project to integrate with buildings in the Old Town and other adjacent commercial areas.
2. Windows/Glass Display Areas: Located to support pedestrian oriented areas i.e. Crescent, Town Square, etc...
3. Major Tenant/Department Store: The architecture treatment of department stores shall:
 - a) Be designed to be consistent with, but not necessarily the same as, the balance of the project architecture, including materials, colors, general style.
 - b) Provide pedestrian scale external features including such items as window and glass display cases, street furniture, covered walkways, and avoid large blank walls.
4. Lighting: Lighting plan shall be provided and approved which encourages night time pedestrian movement between the adjacent commercial areas particularly Leary Way and 164th Avenue N.E.
5. Landscaping of Parking Areas: A landscape plan shall be developed and approved which reduces the visual impact of the structure and surface parking areas particularly when viewed from SR 520, Leary Way and the adjacent hillsides.

6. Roof Treatment:

- a) All mechanical equipment shall be screened in a manner which enhances the overall architectural design.
- b) Roof tops shall be of a color which reduces glare and other types of visual impact on the adjacent residentially developed hillsides.

D. Patrons of Town Center shall be allowed to utilize Town Center parking while patronizing other businesses in City Center. No rules, signage or penalties shall be enacted by Town Center to preclude this parking allowance.

IV. OPEN SPACE:

- A. The open space as shown on Exhibit D shall include 60 acres exclusive of the interior mall space, building entryways and miscellaneous building and parking lot landscaping.
- B. Prior to issuance of building permits permanent public use and access shall be provided by easements, dedication or other acceptable legal instruments as follows:
 1. At least 25 contiguous acres (as shown on Attachment D);
 2. Trails and walkways within open space areas.
- C. A landscape plan shall be submitted for open space areas to be retained by the applicant.
- D. A minimum of 75% of the existing stand of trees in the northwest corner of the site shall be preserved.
- E. The informal nature of the west, south and east portion of the site should be maintained by retaining native materials and random planting of compatible plant materials consistent with the City Center program.

V. UTILITIES

- A. Water service shall be provided to the site as follows:
 1. An engineering study that investigates water supply to the site is required. This study shall include domestic, fire flow and landscape irrigation needs, impact on the City's well supply system, amount of demand (usage) on the Rosehill Water and Sewer District Interline, possible use of the on-site well to meet the landscape irrigation needs and any other relevant information.
 2. A preliminary (schematic) water supply system for the site shall be submitted to the City for review prior to final design.
- B. Sanitary sewer shall be provided to the site as follows:
 1. A gravity type of service to the site is required.

2. A gravity type connection to a Metro Interceptor (possibly along the Sammamish River) is the most desirable as there would be no impact on the gravity system through the City Center.
3. A connection to the Metro Interceptor requires land use certification from the Municipality of Metropolitan Seattle (Metro) as required by Metropolitan Council Resolution No. 2933.

Since this process initially takes approval by the Redmond City Council and some preparation of specific documentation, the developer is required to work with the Engineering Department staff to assist in this approval process.

- C. Easements for maintenance of City facilities not within public land is required.

VI. PERFORMANCE ASSURANCE

- A. A performance bond or other performance security shall be posted with the City to cover the cost of the street and utility improvements within the street right-of-way. The amount of the security shall be determined by the applicant and approved by the City.
- B. Prior to the issuance of any tenant improvement permit or occupancy permit a City approved Letter of Credit or Cash Deposit shall be posted with the City for all uncompleted off-site and on-site improvements. The amount of the Letter of Credit or Cash Deposit shall be determined by the applicant and approved by the City.

VII. STORM DRAINAGE/FLOODING

- A. A storm drainage study shall be conducted and plans developed to manage runoff and provide acceptable water quality during and after construction. All data provided by the applicant shall be reviewed subject to approval by the Department of Public Works prior to construction. The study and plans shall include:
 1. On-site recharge required for 25 year design storm (in accordance with C.I.S.).
 2. Provision of overflow route(s) through the site for the 100 year frequency storm.
 3. Off-site drainage systems for the 10-year design storm. Off-site systems to be completely separate from onsite systems. Off-site systems may use recharge only upon approval of the Public Works Director.
 4. Provision of oil/water sediment separators and non-perking biofilters prior to recharge or surface discharge for runoff from parking areas and roadways. Biofilters may be located in the floodplain or floodway upon approval of the Public Works Director.
 5. Provide separators for runoff from any mechanical areas which could generate hazardous material spills.

6. Maintenance and monitoring procedures during and after construction.

- B. The control of lot drainage and installation of a positive drain system is required. Downspouts, footing drains, yard drainage, etc., shall be shown to connect to the drainage system. No splash blocks are allowed.
- C. A temporary drainage and sedimentation control plan (TESC) shall be provided to handle drainage and erosion during the construction period. Interim drainage shall be installed as shown on the approved plan during or immediately following completion of clearing, subject to field revision (to fit site conditions) as approved by the Director of Public Works or his representative. The design storm for TESC plans is the 10-year storm.
- D. A Flood Control Permit is required.
- E. Additional information will be required to establish flood plain or floodway parameters prior to issuance of any construction permits. For the site area within the City limits at this writing (the "Butler Walls" area), the floodway location shall be established in accordance with City of Redmond Floodplain Guidelines applied to the floodway approved by the City for the Butler Walls fill. For the site area not in City limits at this writing (the County area), the floodway location shall be established in accordance with applicable FEMA documents using Redmond Floodplain Guidelines.
- F. A State Hydraulics Project Approval is required for any work within stream channels.

VIII. CLEARING AND GRADING

- A. A tree survey prepared by a registered surveyor shall be submitted which accurately locates all significant trees (including the driplines) within 25 feet of any proposed buildings, paving, utilities, or other site improvements. Where feasible, site improvements should be moved or adjusted in order to preserve as many trees as possible.
- B. All trees to be preserved shall be shown on the site plan, landscape plan, grading plan and all utility plans.
- C. Grades shall not be changed by more than 6 inches either up or down from the existing grade within the dripline of any existing trees to be preserved, unless special preservation techniques are used.
- D. All utility lines shall be located outside the dripline of any existing trees to be preserved.
- E. A clearing and grading plan shall be approved by the Public Works Department prior to approval of the building permit. All landscape berms and mounds shall be shown on the grading plan. See Community Development Guide for plan requirements.
- F. Clearing and grading shall be limited to those areas necessary for installation of walkways, utilities, streets and building units.

- G. An easement or covenant shall be recorded which prohibits clearing and grading in natural preservation areas noted on the plan.
- H. A topographical survey of the site with contours of 1 foot will be required.
- I. A report by a professional engineer will be required for areas with soft compressible soils or potential erosion areas.
- J. Adequate depth and type of soil should be verified prior to construction of infiltration depressions.
- K. Provisions shall be made for maintenance of stormwater collection and treatment systems on the Town Center site by the project owner.

IX. EMERGENCY SERVICE:

- A. A fire and emergency response program shall be approved by the Fire and Police Departments prior to construction and shall address both construction and operational phases.
- B. The applicant must provide a 24-hour a day/seven days per week in-house security system which at a minimum includes:
 - 1. A telephone and desk work area for use by Redmond Police Department when responding to mall security calls,
 - 2. Redmond Police Department certified traffic control training for all security personnel,
 - 3. Redmond Police Department certified training for all security personnel carrying non-lethal weapons, and
 - 4. that security personnel uniforms and badges must be of a different, distinctive color and style than the Redmond Police department uniforms and badges.
 - 5. Motorized and/or foot patrols shall patrol the interior and immediate exterior of the mall, Town Square and all parking structures.
 - 6. The Redmond Police Department shall be immediately notified of all criminal activity.

X. GROUNDWATER

- A. Town Center Associates will retain geotechnical engineers to monitor groundwater levels and submit groundwater quality sampling results to the City.
- B. The on-site well should be used for irrigation which would reduce demand on the City system.
- C. Should groundwater quality information indicate that the applicant is responsible for groundwater pollutant loadings which adversely affect the operation and use of City wells or aquifer resources, the

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applicant could be required to purchase water from the Rose Hill Water and Sewer District to compensate for the loss or reduced supply and should be required to provide treatment to restore water quality.

XI. OTHER

- A. Land Use/Parking: The applicant shall work with the City to develop a program which substantially mitigates parking lost as a result of this project in adjacent areas. Such a provision could be included in the project's Transportation System Management Plan.
- B. Unless site plan approval is obtained or a complete conforming building permit application is submitted within three years after rezoning, preannexation zoning and master plan approval, such actions shall be subject to review and changes by the City Council.

In order to satisfy this condition the site plan approval and complete conforming building permit application must encompass all development within the master planned area until such time as a phasing plan is approved by the City. After such approval, site plan approval and complete conforming building permit application must at a minimum encompass the entire development within an approved phase.

- C. Phasing plans shall be approved by the City Council.

XII. DESIGN REVIEW BOARD CONDITIONS

- A. Pedestrian linkage connecting the mall's south entrance with the Parkway shall be a combination of two 30 foot wide landscaped walkways.
- B. The mall entries shall be of sufficient size to be readily identifiable as pedestrian only (i.e. non auto) outdoor areas.
- C. In addition to size, the outdoor pedestrian areas and mall entries shall include special paving treatments, landscaping and seating areas.
- D. The south entrance as the second most important "face" of the shopping center shall include a water feature or relatively large formal green open space to complement the staged entryway and second level eating/viewing area to be located just inside the south end of the mall.
- E. Signage for the subject proposal shall comply with the SR 520 Corridor Signage Policy adopted by the City Council.
- F. Entrances to Town Center development shall be emphasized with landscape treatments to strongly indicate the pedestrian orientation of these areas.
- G. The parking structure shall have some vegetation both around the facades as well as over the tops, cascading down the walls to further screen the structures.

- H. The "soft-edge" landscape treatment to the south of Town Center along Bear Creek shall provide for a true transition between the natural, riparian area of the creek to the more urban mixed use/shopping center area. However, the "soft-edge" shouldn't be so "soft" as to be inhospitable to the pedestrian and give a visual sense of "no-mans land."
- I. Special attention shall be given to blank wall screening for the proposed Town Center development.
- J. In the event that the large existing evergreens on-site, which are proposed to be moved don't survive, there shall be a viable option for using large (i.e. 30' evergreen trees), new stock to fill in landscape voids and eventually fulfill the same landscape purpose. Special emphasis shall be given to landscaping the exterior of the parking garage on the southwest corner.
- K. The linkage system shall be emphasized with landscape treatments to provide readily perceived pedestrian pathways through and around the mixed use/shopping center design area.

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EXHIBIT A
GENERAL PROJECT DESCRIPTION

Regional Shopping Center: The core element of Redmond Town Center will be a maximum 850,000 square foot regional shopping center. The mall will have two levels, be enclosed, and anchored by four department stores. At least 80% of the parking will be in structures.

The shopping center will have 120 to 150 specialty shop tenants occupying about 290,000 square feet. The tenant mix will include apparel, shoes, jewelry, fashion accessories, books, cards and gifts, toys, sporting goods and home accessories. In addition, an 8- to 12- stall food court is planned for the second level south of the central court. Beneath the food court will be a 16,000 square foot gourmet market with outside access and covered parking.

Service areas for both the specialty shops and department stores will be recessed within the buildings and fully enclosed by an overhead door.

Transition Retail: Transition retail will be located on the ground floor of the office buildings and hotel surrounding Town Square. Retailers in this area will include restaurants, banks and other convenience and boutique businesses. Transition retail will also be located on the crescent, a semi-circle street extending into the site from Gilman Street. Retail business in this area may include food-oriented in a type and scale similar to the Pike Place Market. These stores will be anchored on one end by the gourmet market within the mall and by Redmond's Saturday Market on the other.

Office: Three stories of office over retail space will be located on two sides of Town Square. Parking will be available in the adjacent parking structures in a manner which does not compete with the retail parking needs and will be shared with the theater complex.

Hotel: The third side of Town Square will be completed by a hotel. This eight-story facility will accommodate 150 to 200 rooms. The eventual configuration will be determined by Winmar's selection of an operator.

Theater Complex: A multi-screen theater complex is planned for the head of the crescent, immediately north of the ground-level main mall entrance. The complex will include two 400-seat theaters and six 200-seat theaters. The theaters will be linked to Town Square by a grand stair near the main mall entrance. Parking will be provided in the immediately adjacent parking structures in areas which will not compete with retail parking.

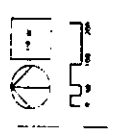
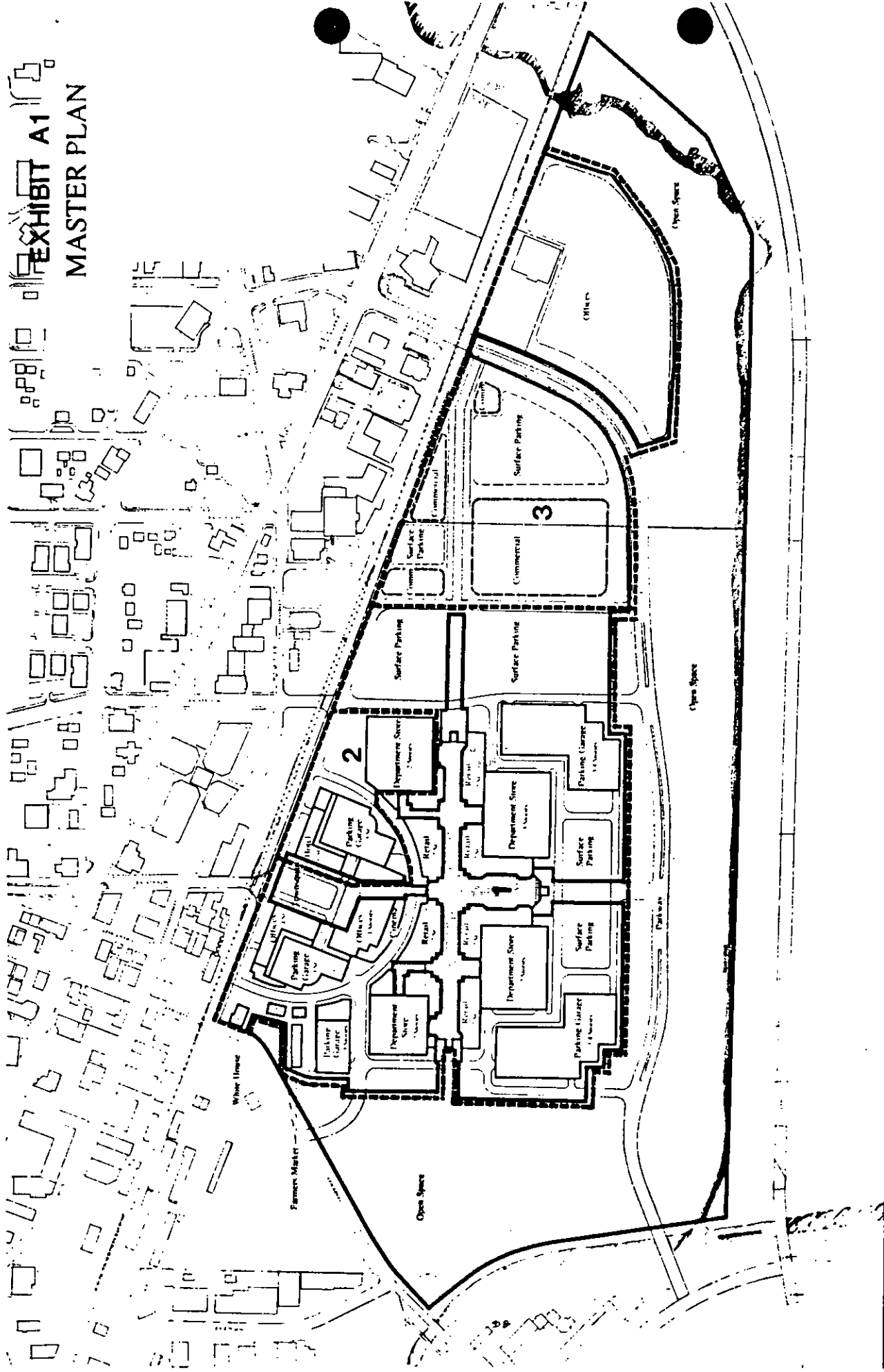
Related Office/Retail: Up to 200,000 square feet of office and retail uses will occur on the eastern portion of the site. This development will range in height from 1 to 4 stories and will have surface parking.

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EXHIBIT A1
MASTER PLAN



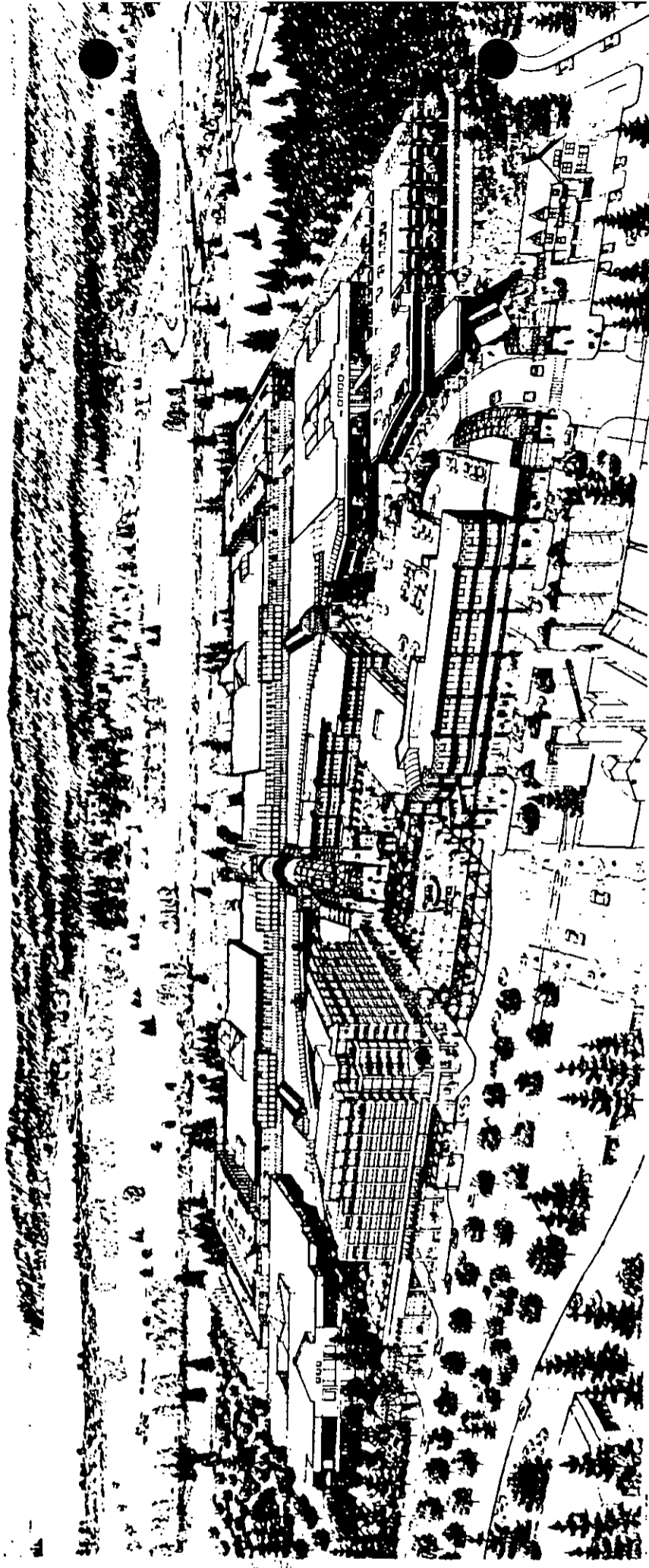
REDMOND TOWN CENTER

Ordinance No. 1416

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EXHIBIT A2

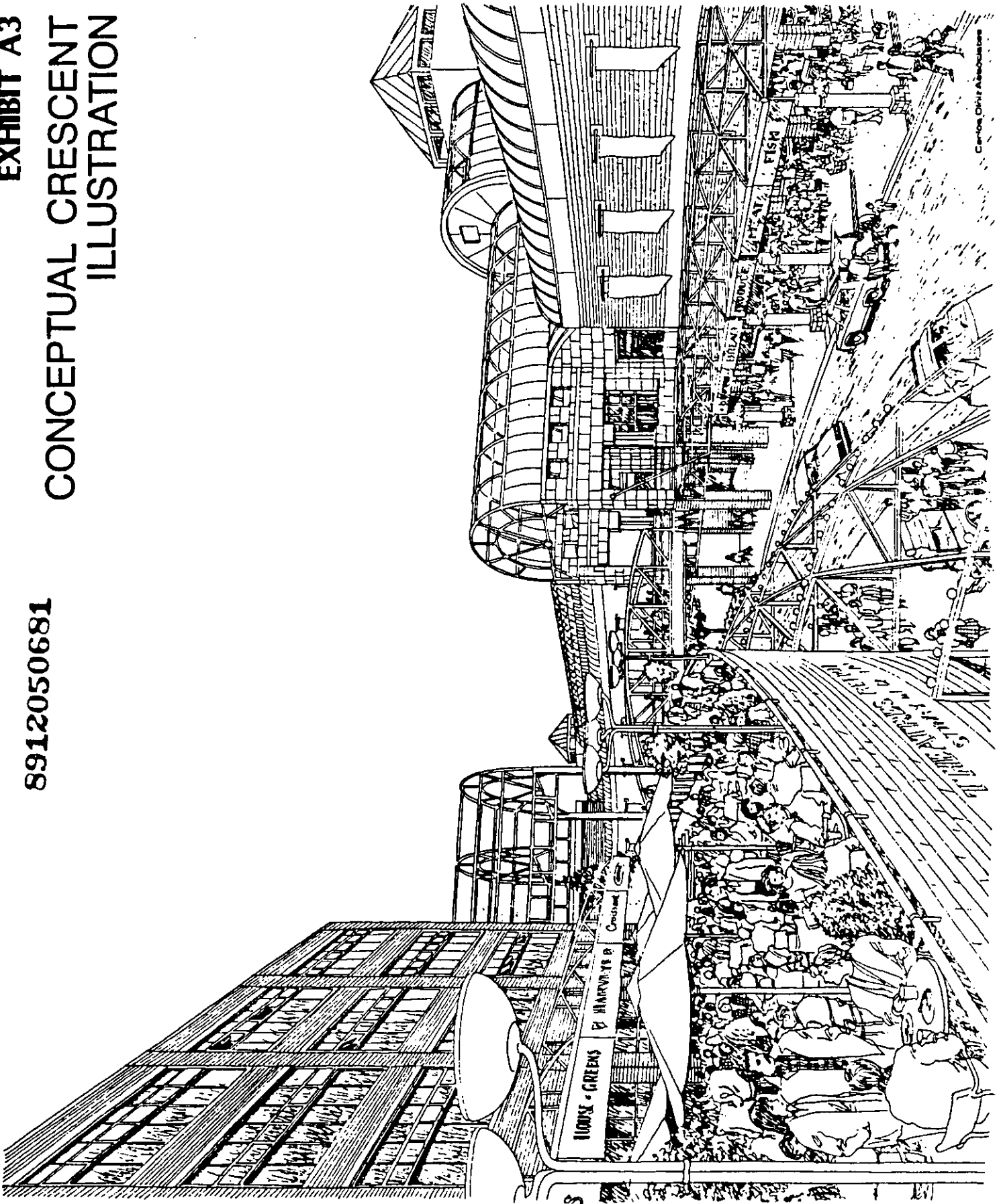
CONCEPTUAL NORTH ILLUSTRATION



Ordinance No. 1416

EXHIBIT A3
CONCEPTUAL CRESCENT
ILLUSTRATION

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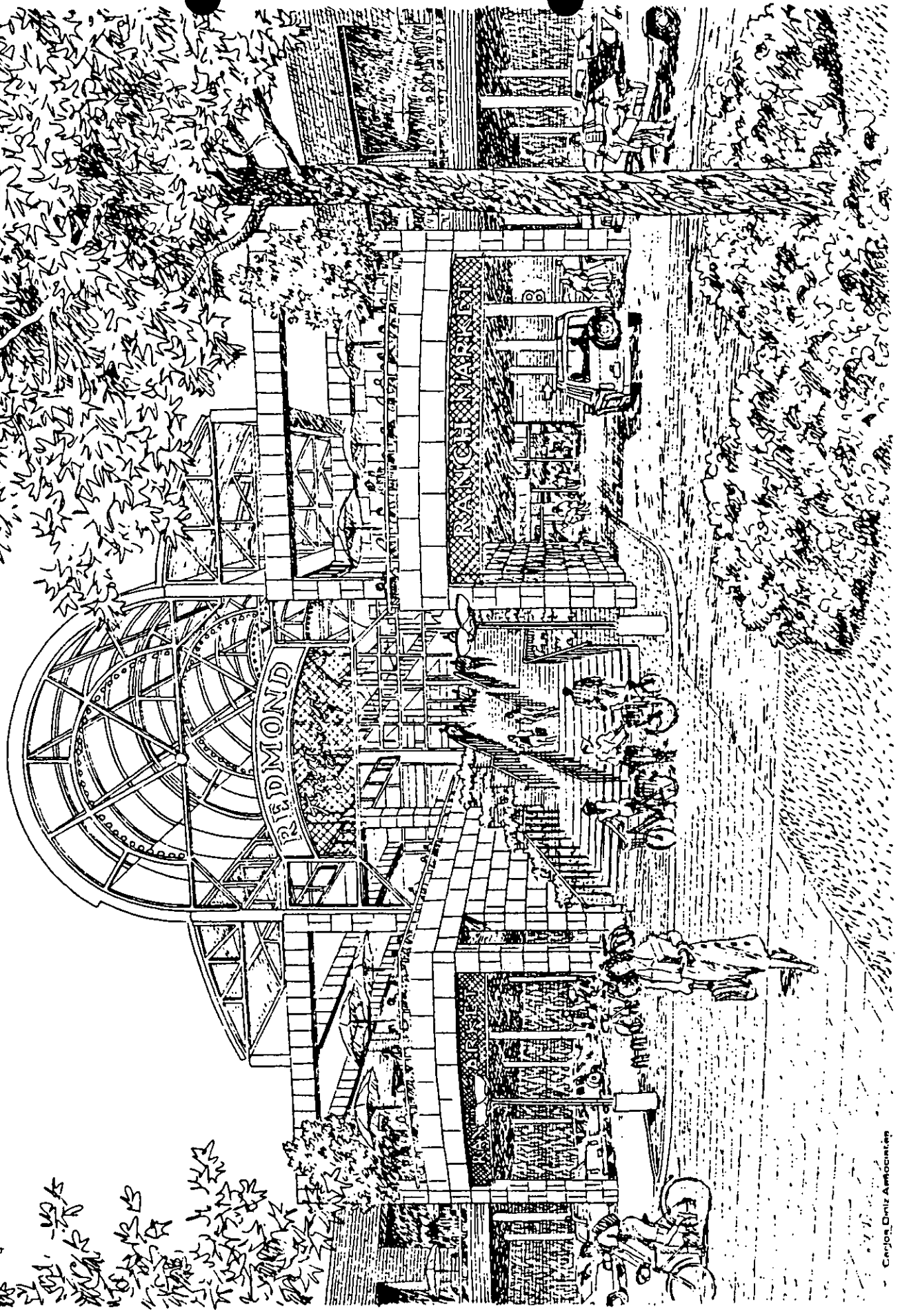


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EXHIBIT A4

CONCEPTUAL SOUTH ENTRY



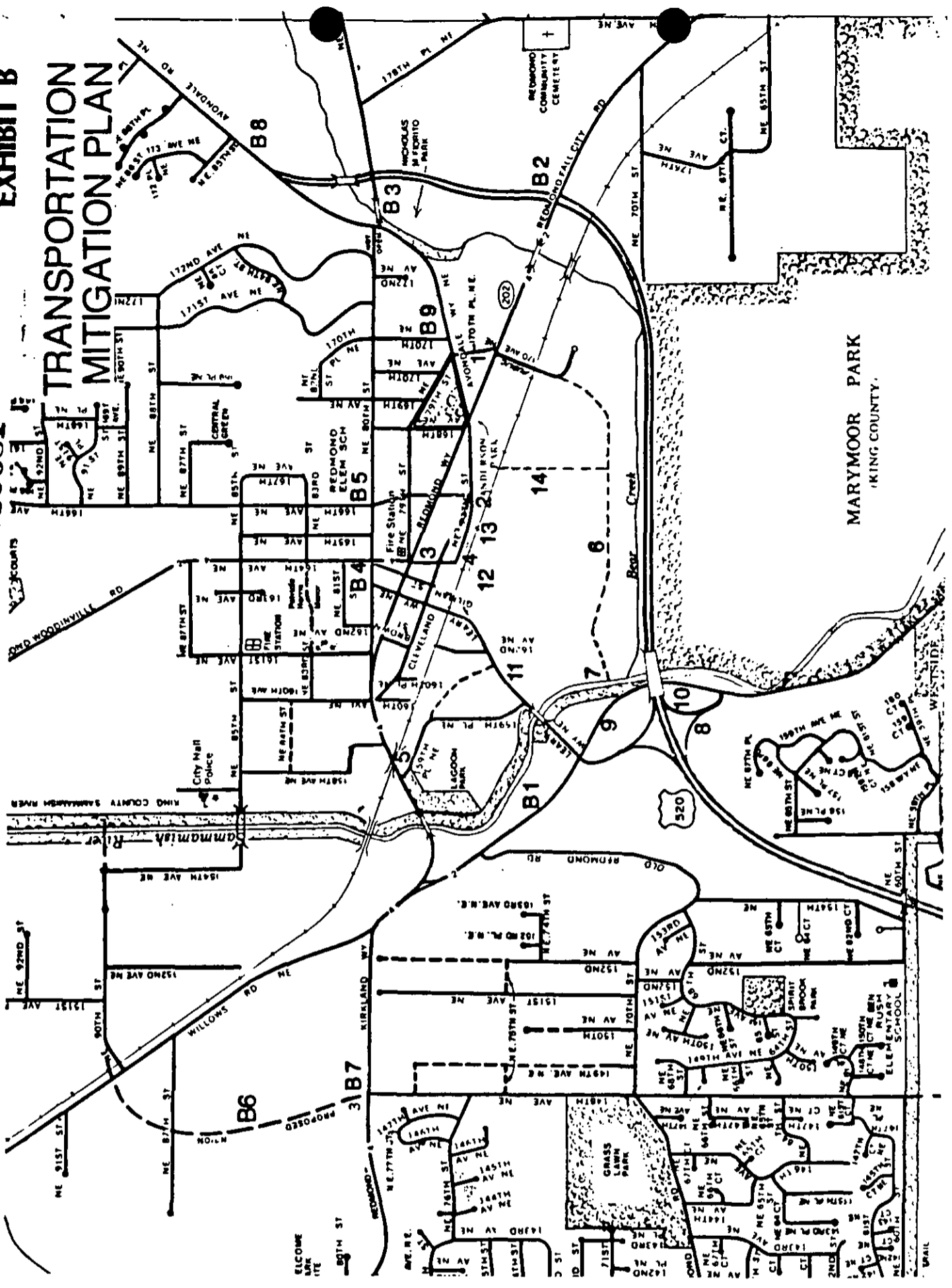
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EXHIBIT B

TRANSPORTATION
MITIGATION PLAN

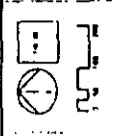
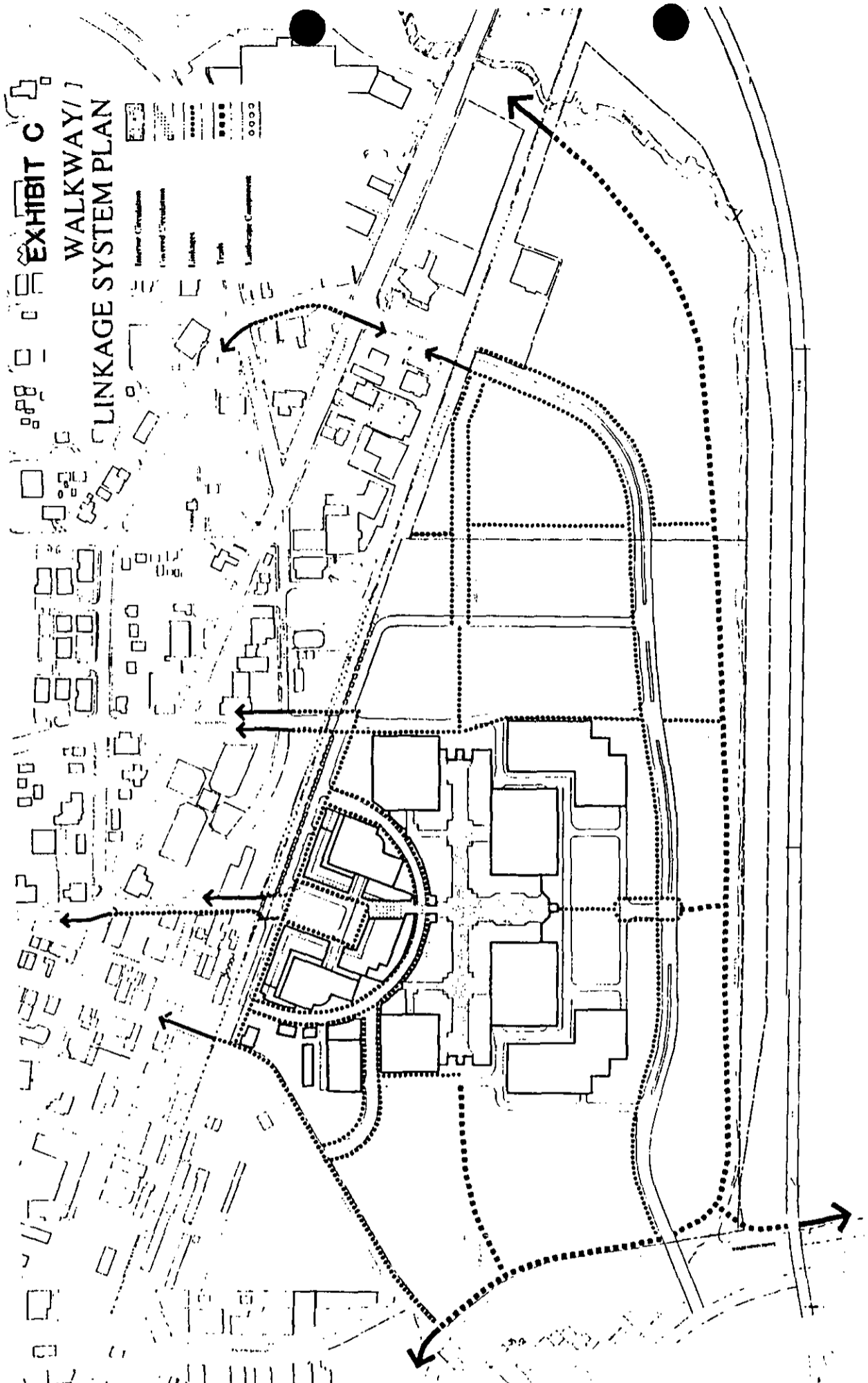


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EXHIBIT C WALKWAY/ LINKAGE SYSTEM PLAN

- Internal Circulation
- External Circulation
- Linkage
- Trail
- Landscape Component






REDMOND TOWN CENTER

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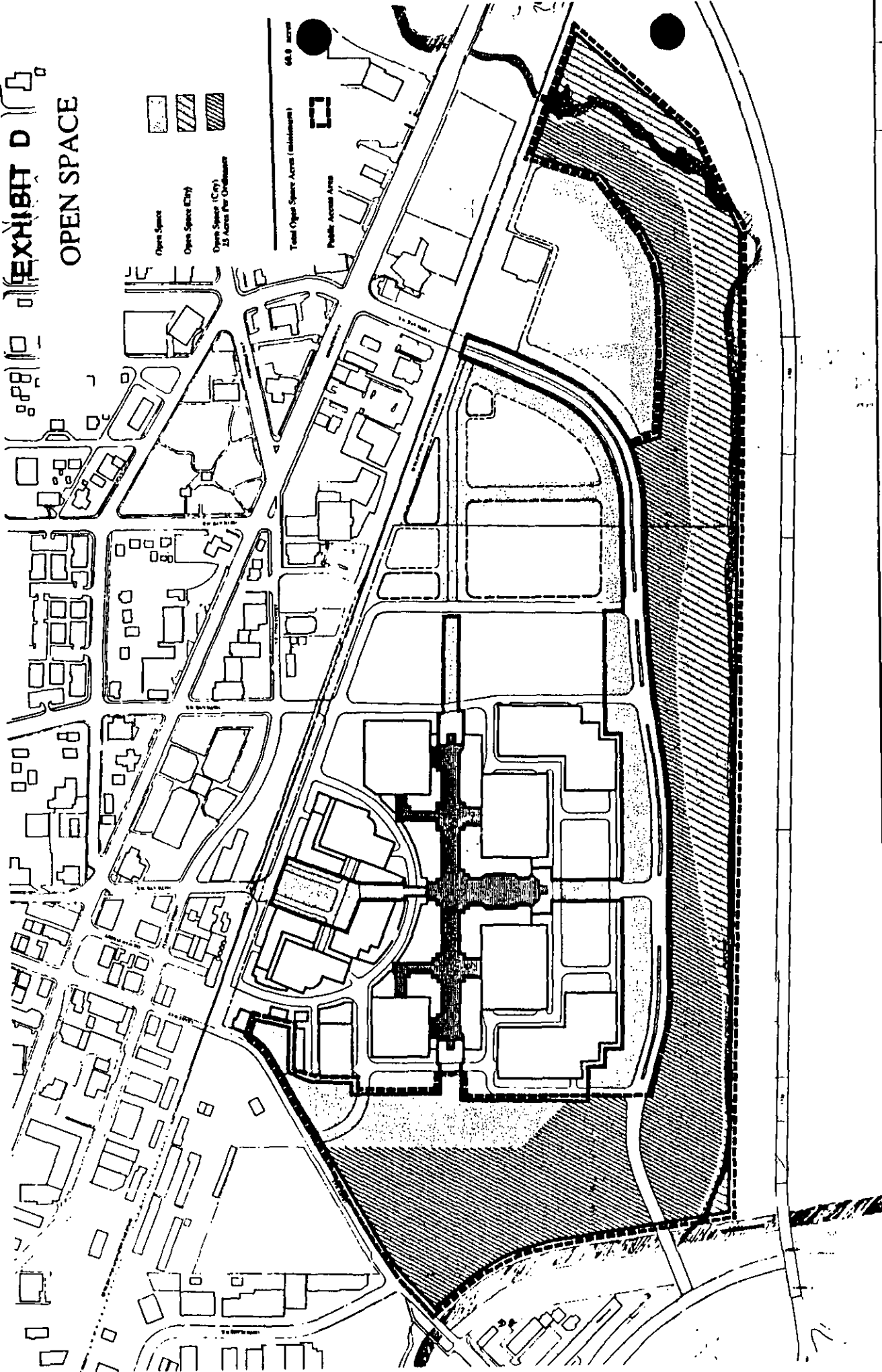
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EXHIBIT D
OPEN SPACE

-  Open Space
-  Open Space (City)
-  Open Space (City) 25 Acres Per Ordinance

Total Open Space Acres (minimum) 64.9 acres

Public Access Area



REOMOND TOWN CENTER

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